

BEAUTIFUL N SCALE 1950s LAYOUT

G SCALE REVIEW

Model Railroader®

January 2003
modelrailroader.com

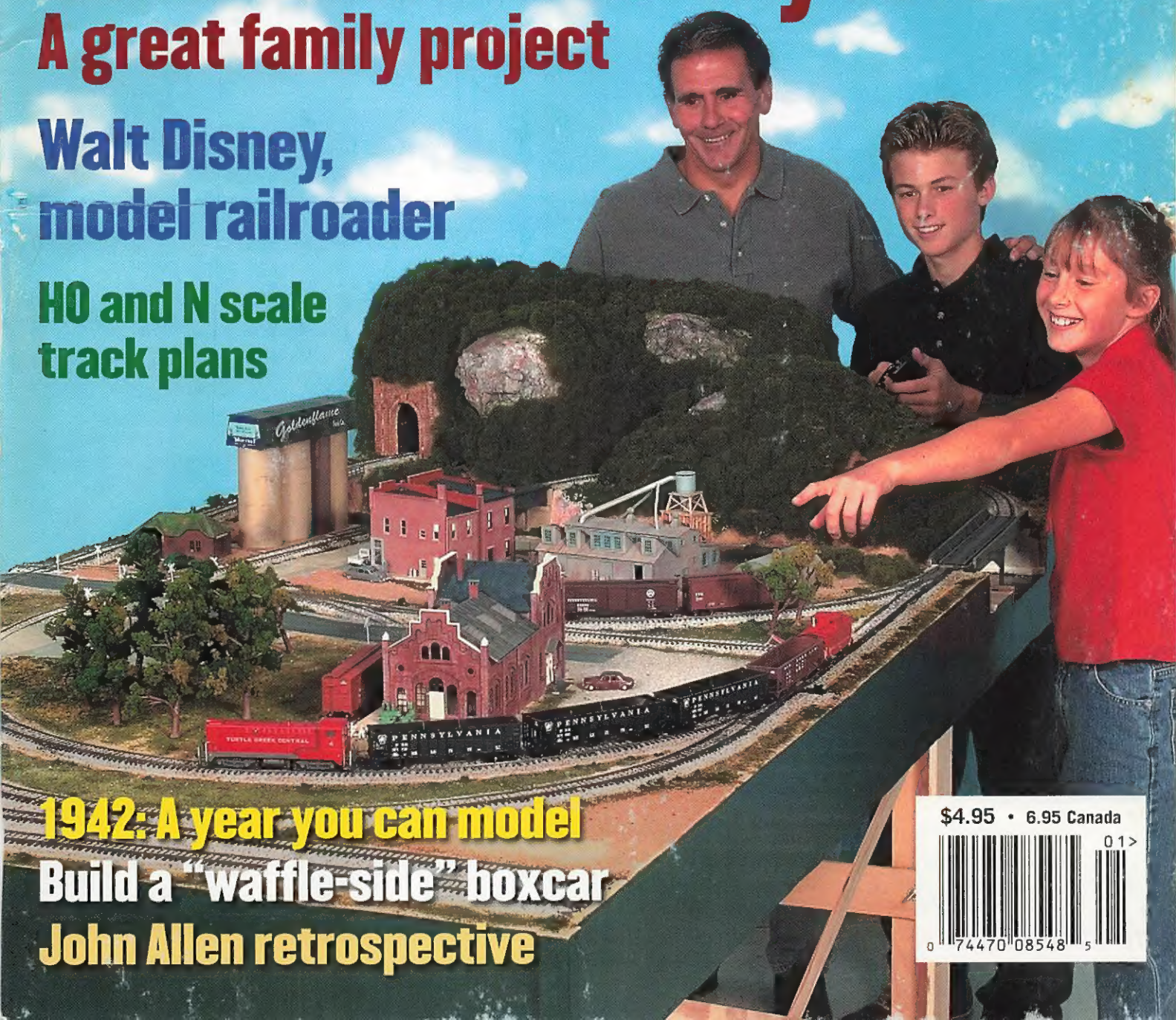


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- 9337-9338 Morristown & Erie (Red/Black)

HO C-425 PHASE 1 LOCOMOTIVE

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- 9361-9363 Penn Central (Black/White)
- 9364-9366 Norfolk & Western (Black/Gold)
- 9367-9369 Erie Lackawanna (Gray/Maroon/Yellow)

ITEM # DESCRIPTION

HO SD-35 LOW NOSE

- 9200 Undecorated Low Nose
- 9213-9215 Atlantic Coast Line (Black/Yellow)
- 9216-9219 Chessie System (Blue/Yellow/Orange)
- 9220-9222 Conrail (Blue/White)
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HO SD-35 HIGH NOSE

- 9260 Undecorated High Nose
- 9267-9269 Montana Rail Link (Blue/Black/White)
- 9270-9272 Norfolk & Western (Black/White)

HO SDP-35

- 9280 Undecorated SDP-35
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BIG NEWS FROM TRAIN SIMULATOR 2002



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ON THE COVER: Jim Kelly's HO scale Turtle Creek Central would make a great family project. This month, in the first of four parts, Jim gets us started by building a base for this layout. Jim Forbes photo.

COMING NEXT ISSUE: Visit Bill Van der Meer's spectacular HO scale Santa Fe layout.

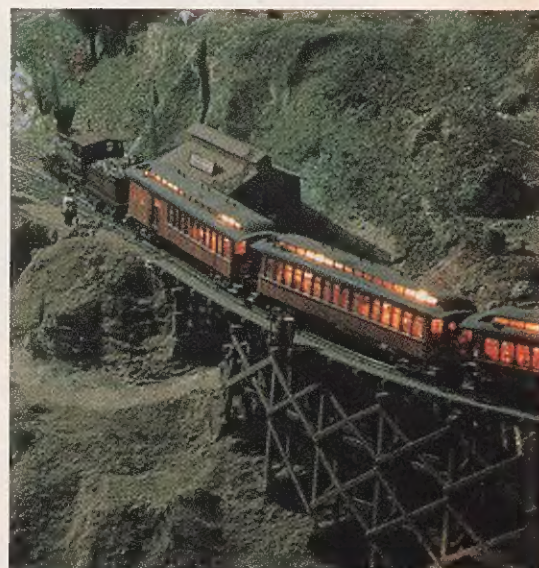
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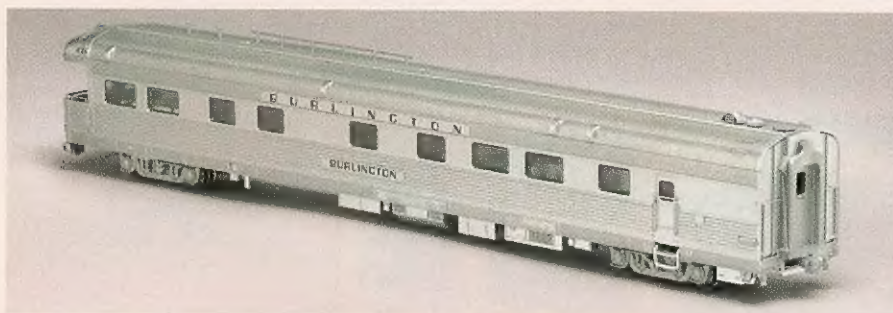
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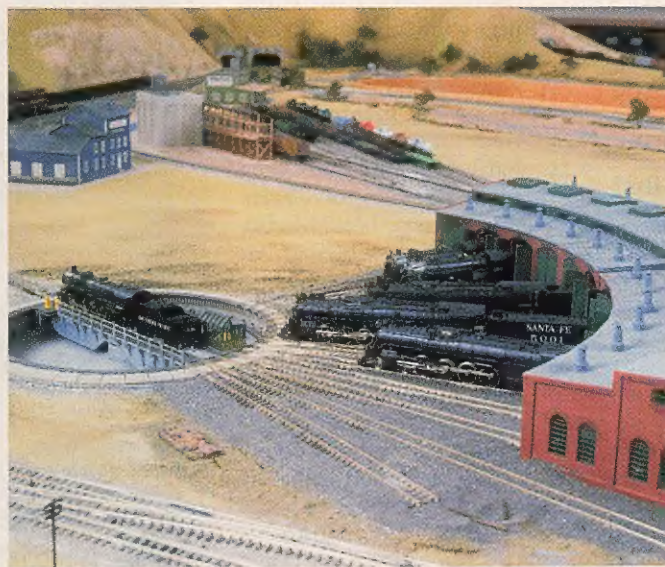


Jim Hediger calls Kato's first HO scale passenger car "impressive," page 20

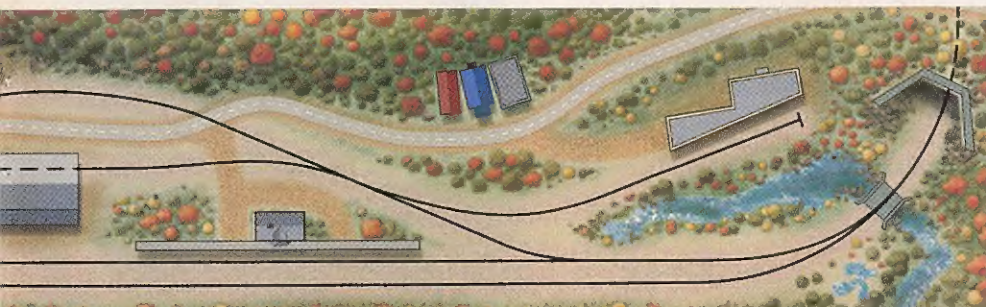




Realistic operations on a mid-size HO layout, page 88



Capturing transition-era California railroading in N, page 110



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MODEL RAILROADER (USPS 529-810, ISSN 0026-7341) is published monthly by Kalmbach Publishing Co., 21027 Crossroads Circle, P. O. Box 1612, Waukesha, WI 53187-1612. Periodicals postage paid at Waukesha, Wis., and additional offices. **POSTMASTER:** Please send address changes to MODEL RAILROADER, Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Printed in USA. Canadian International Publications Mail Products Agreement no. 40010760.

At the Throttle

Welcome aboard!

By Terry Thompson
EDITOR

This month I'd like to use this page to extend a special welcome to all of you who are either new to the hobby or recent arrivals. (You longtime model railroaders are welcome to read along, though – hope you enjoy it also.)

Anyway, on behalf of the magazine and the hobby, welcome aboard! We'd like to congratulate you on having become the newest participants in what we believe is the world's greatest hobby. After all, what other hobby offers you the chance to be an engineer, a builder, an artist, an electrician, and nearly anything else you would like, and gives you the freedom to do as much or as little of each as you choose? (Bet some of you thought you were just getting an electric train set, didn't you?)

All those options could potentially seem to be a bit much, however, so I thought I might offer just a few thoughts on how you might make the most of the hobby. And, just so we're clear, I should confess that I learned most of these things the hard way. So, without further explanation, here goes:

1. Start small, but start. Attempting to top John Allen (see page 82) with your first layout is a bad idea, but so is waiting until you're absolutely certain about everything you ever want to accomplish in the hobby before beginning that first layout. Set up some track and run a few trains! You'll almost certainly find that you're not satisfied with your first attempt, but just think of it as a head start on your second layout.

2. Skip around. Remember what I said about the hobby giving you the opportunity to be an artist/electrician/engineer/carpenter/etc.? Well, that's true, but it's also true that you won't know which of those you like best without trying. My friend Miles Hale is one of the best backdrop painters I



know, and he claims no artistic abilities – but he got out there and tried it! You don't have to build your layout in the step-by-step way we show in the magazine. Having a few finished (or nearly finished) scenes can be a great morale builder.

3. Go, look, and listen. Go to a few train shows and look at the layouts, then linger a while and see what you hear from both the builder and the passers-by. You'll learn a lot, I promise.

4. Don't be afraid. This is not rocket science, nuclear physics, or brain surgery. Most of the things we use are relatively inexpensive and pretty innocuous. Be careful with tools, paints, and glues, and don't use your new \$400 locomotive to find out whether that hardware-store "antiquing spray" is good for weathering, but be bold! Modify a kit, paint a boxcar, or cut that piece of plywood! You may find that things didn't go as planned, but you'll learn, I promise.

5. Location, location, location. A small layout in a place you'll like to be is far better than a large one in a place you won't. One time a friend invited me over to see his layout, which from the description sounded pretty large. I couldn't imagine where it fit into his house. It turned out to be in a crawl space, and, well, he is really tall. I don't think the layout ever got past plywood. He would have been better off with a shelf layout over his desk, which he could have looked at while he planned that future empire.

So there you have them – five thoughts that I hope are helpful to you. And, truly, welcome aboard!

Terry

Jump right in.
This isn't rocket
science. Set up
some track
and run a
few trains!

Model Railroader

Model Railroading is Fun

January 2003 Volume 70, number 1

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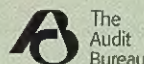
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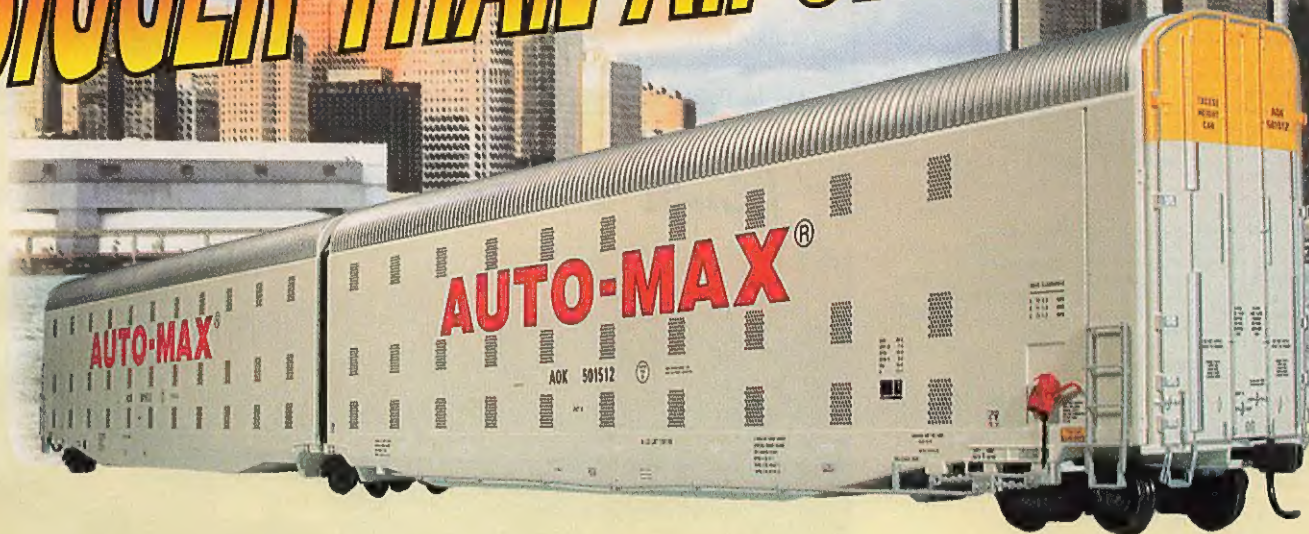
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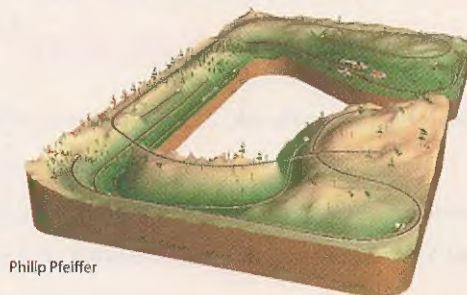
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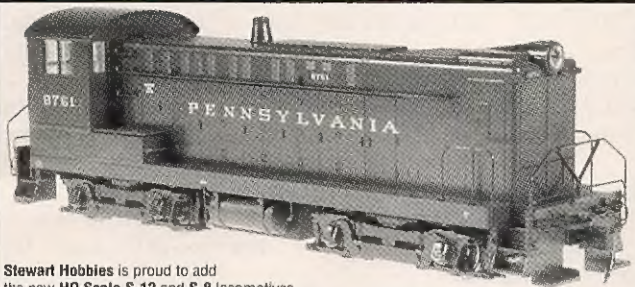
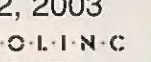
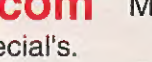
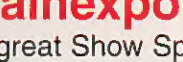
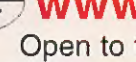
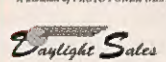
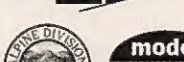
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Letters from our readers



LOU SASSI

Bricks

I liked Allen Keller's Bluff City Southern article in the November MODEL RAILROADER, particularly the color of his buildings on pages 82 and 83. Getting that almost burnt-red color so common to Southern buildings isn't easy and Allen has it nailed. Any possibility he would reveal the formulas?

ROGER SEKERA, POTOMAC, MD.

[I use a mixture of orange and brown dry tempera paints to create a "Southern" brick color. I brush it onto the walls and scrub it into the mortar lines. Then I spray the building with a fine mist of water to set the paint.

When that dries I brush-scrub the building again and apply more powdered paint if needed.

I also use this method for weathering, which I demonstrate in my Bluff City Southern video, *Great Model Railroads*, Vol. 38. — Allen Keller]

Allen's layout in action

Way to go MR! Having video of Allen Keller's Bluff City Southern on your Web site is the all-time best idea. I have shown this to several model rail fans in my office, and it plays to oohs and ahhs every time. The video brings the article to life the way that only action can.

Great idea, great magazine. Keep up the good work.

LOUIS LETZERICH
HOUSTON, TEXAS

Thanks Jim

Thank you for Jim Hediger's November article on "Track terminology," a very informative, educational feature that I'm sure many model railroaders appreciated. I had no idea there is so much terminology involved.

FRANK KEHLER, EAST NORRISTON, PA.

Merged associations

Jim Hediger's "Track terminology" article is a good introduction to track details for those new modelers the hobby is looking for. However, I'd like to update one point.

The American Railway Engineering Association or AREA no longer exists as a separate entity. The American Railway Engineering and Maintenance-of-Way Association (AREMA) absorbed it in October 1997.

RON BENNELL, PORTLAND, ORE.

Great teacher

I've been an MR subscriber for 20 years and read in the November issue that Jim Hediger had marked 30 years at the magazine. Jim has answered all my questions about model railroading quickly and completely, and has been a great teacher, even if at a distance. My sincere congratulations to Jim.

JOSÉ A. MANAGÓ
BUENOS AIRES, ARGENTINA

Another Rose model painting

I was saddened to read about the passing of artist Ted Rose, but I know that *Nighthawks Revisited* wasn't his only painting of a model railroad.

In 1996, my wife and I commissioned a 30" x 40" watercolor from Ted of our O scale model railroad, the '50s-era Coos & Deschutes. It depicts C&D rolling stock passing through the Cascade range in central Oregon.

I suspect there may be a handful of model railroads depicted in Ted Rose's works. We'll all miss him.

STEVE MILLER, SUNRIVER, ORE.

Obsessed?

I was just astounded by Tony Koester's "Falling for fall" in November's Trains of Thought. His new layout has moved from a hobby to an obsession. Let's see now: First the actual prototype timetables will be followed. Now the exact prototype fall foliage and rolling stock must appear as they were in a particular season. This is not model railroading anymore, where a little imagination and creativity can be used. This is rivet counting taken to an extreme. And I will be amazed (and pleased) if MR publishes this letter.

PAUL GARDELLA, ROCHESTER, N. Y.

[I wouldn't call it an obsession, Paul. Tony sees it more as an enjoyable challenge. While nobody has to do it his way, he wrote about things he thought would add interest to a scene, connect with viewers, and be fun to model. — Andy Sperandio, executive editor]

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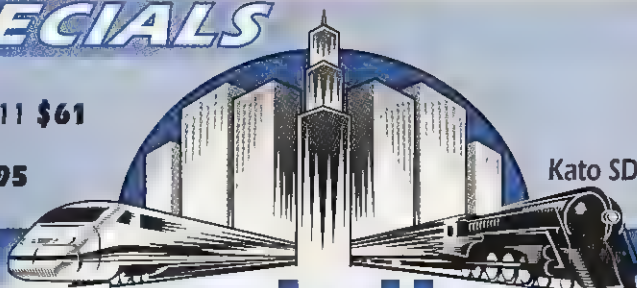
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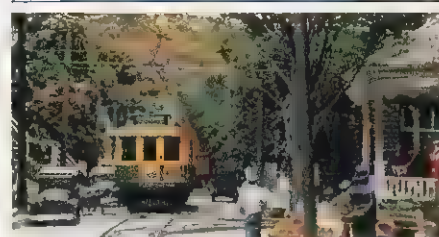
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PAUL DOLKOS

Value of sections

The sectional construction of my traction layout has proven its value again and again. When Paul Dolkos took the photos of Gotham City for the article in the November MR, I was living in Richmond, Va. Since then, we moved to Fairfield, Conn., and now have settled back in Charlotte, N. C., where we hope for a more permanent stay. The layout is now 16 feet in length, and our new home doesn't have a straight wall that long. I'm rebuilding the framework to support the four sections in an "L" with a new corner section.

Readers who might be interested in tracking my progress and seeing more photos of Gotham City can visit my Web site at hometown.aol.com/tractionfan.

FRED MILLER, CHARLOTTE, N. C.

General rules

It was nice to see a photo of a General scale rule in Lionel Strang's November Workin' on the Railroad. There's no need for the tape Lionel used to cover the inch marks, however. First off, ask any machinist: You shouldn't measure from the end of the rule [because it might be nicked or worn—Ed.].

Secondly, we put the inches to the left of the "0" for a good reason. That style of graduation comes from architects' scale and they ought to know. With the inches inside the space from 0 to 1 you have to set the rule down twice for any measurement not ending in an even foot. With the inches to the left, you simply move the rule to the right to measure to the nearest inch. It's a very easy way of taking scale measurements.

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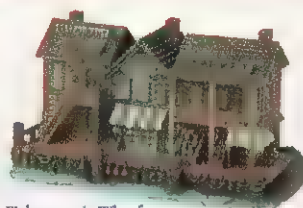
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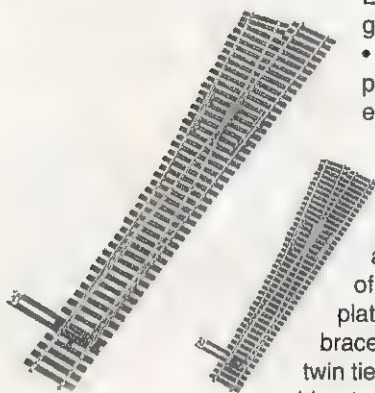
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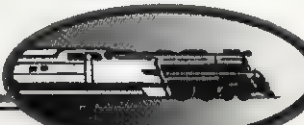
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It seems that it came from nowhere. Is it a spin-off of some larger company such as Bachmann or Life-Like?

JACK CUTLER, CLIFTON PARK, N. Y.

[The President of Broadway Limited Imports (BLI) is Tony Wenzel, who started Oriental Limited in 1978. He's working with several investors to fund BLI's operations and marketing campaign. The factory-installed Quantum Sound and Digital Command Control (DCC) decoders are designed by QSI, a firm with long experience in the three-rail O gauge market. — Mike Brickl, MR ad sales manager]

Eccentrics

In the November product review of the Broadway Limited HO Hudson, Terry Thompson says the eccentric crank should lean forward at bottom dead center instead of to the rear. What dictates which direction it should lean? Is it the locomotive itself or the type of valve gear such as Baker or Walschaert?

RON KNECHT, BRIGANTINE, N. J.

[Ron, you ask a complicated question. The setting of the eccentric crank depends on whether the valve gear (of whatever type) is direct or indirect.

"Direct" means that in forward motion the valve (inside the valve chamber) moves the same way as the eccentric. On engines with direct valve gear the eccentrics on both sides lean forward at bottom dead center. For engines with indirect valve gear, the valve motion is opposite to the eccentrics' and the cranks lean to the rear.

Direct valve gear was by far the most common, but for any given engine only checking a prototype photo will give you a certain answer.

For more details see "Concerning Stephenson, Walschaert, Baker, Southern, and Young," by Ed King, on page 34 of the May 1984 *Trains Magazine*. A short version appears as "Valves and Valve Gear" on page 409 of *Guide to North American Steam Locomotives*, compiled by George Drury, and published by Kalmbach Books. — A. S.]

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail rpo@mrmmag.com. Please include your name, city, and state.



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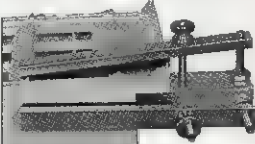
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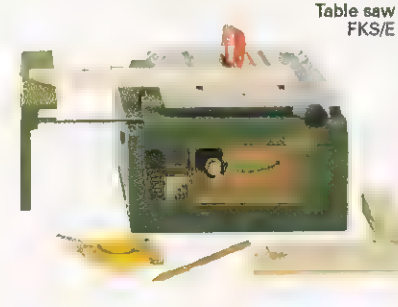
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Product Reviews

Conducted by Jim Hediger



LGB's USRA Mikado has big sound, big power

If you're a committed G scale operator, a fan of well-designed model steam power, or just a modeler who'd like a very, very impressive locomotive to display on the fireplace mantel, LGB's new Mikado deserves a look. It's a great example of several trends in model railroading: more steam locomotives, impeccable operating qualities, and built-in Digital Command Control (DCC) and digital sound.

LGB is best-known for its G scale narrow gauge line, but the firm also offers some standard gauge prototype equipment which operates on the same No. 1 gauge track that its narrow gauge line uses. However, while the narrow gauge line is 1:22.5 scale (correct for meter-gauge prototypes on No. 1 gauge

track), the firm's standard gauge pieces follow the industry trend in being scaled larger (approximately 1:26) rather than the 1:32 scale that is accurate for standard gauge prototypes on No. 1 gauge track.

The prototype for LGB's Mikado is the United States Railroad Administration light 2-8-2 – an excellent choice. The USRA light 2-8-2 was the most popular of the government-standard locomotives built during World War I. The 625 original light "Mikes" assigned to 31 railroads made up a third of the USRA's total locomotive construction. An additional 1,266 copies were built after USRA control ended in 1920.

Baltimore & Ohio no. 4500 was the very first USRA locomotive delivered, in 1918. It was followed by 99 sisters of B&O class Q-3, engines 4501-4599. Ninety-seven remained in service until 1956, but all were retired by 1959.

The model is well proportioned and for the most part it captures the as-delivered appearance of the real thing. However, two features that detract from the model's realism are the trailing and tender trucks.

To be correct, the trailing truck should be the bolted-together Hodges type instead of the cast-frame Delta truck used on the model. On the real engine, the trailing truck supported the firebox, but the model's trailing axle is too far back under the cab.

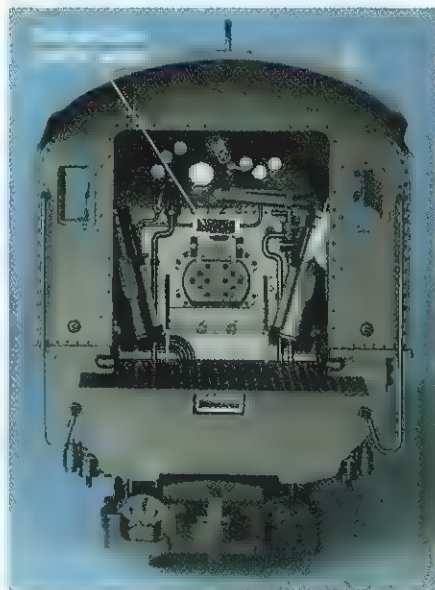
The tender should have Andrews solid-bearing trucks with elliptical (leaf) springs. Instead it rides on a pair of roller-bearing freight trucks with cast sideframes and coil springs from much later in the twentieth century.

Some mechanical surprises

LGB has long held to a standard of building all its equipment to operate on the firm's smallest-radius (approximately 645mm, or 25.4") curved track. Making a locomotive with a long rigid wheelbase, like this 2-8-2, negotiate

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such sharp curves is a problem. Rather than using "blind" (flangeless) inner drivers that would ride inside the rails on sharp curves, LGB chose to articulate the frame. The rear section includes the ashpan, while the front section has the cylinders and pilot with a flexible joint between them.

A powerful motor is concealed in the ashpan. (Creating space for the motor is probably why the trailing truck was moved to the rear.) A driveshaft, with couplings beefed up from those of an earlier version of this Mikado, carries power forward to the twin gearboxes.

Within each gearbox, one axle is driven by a worm and worm gear, while the other is powered by the side rods. The rod-powered axles, which are in the center of the locomotive, are sprung. To allow the frame to articulate, the drive-shaft has a center universal, the main rods are jointed at the crankpins, and the crankpins slide within the side rods.

The articulated frame is a clever and effective solution to LGB's dilemma, but the sight of the frame flexing through curves seems a bit odd the first few times you see it. The bend is barely noticeable on LGB R3 (48.95"-radius) curves. While the locomotive can go around R1 curves, it does so only with difficulty, and you'll need to bend the air compressor away from the rods to provide enough clearance when turning to the right on R1 curves.

With eight drivers picking up power, plus four sliding pickup shoes, the loco-

motive has no trouble maintaining contact over turnouts, though we did see some sparks at the frogs when operating at less than ten scale mph.

Control and sound

The standard-equipment decoder worked well in both analog and DCC modes, and the locomotive operates very smoothly. Because of the onboard electronics, the locomotive does not respond until track voltage is 7 volts or more, but its current draw is remarkably low given its size.

The big Mike's maximum speed on LGB's DCC Multi-Train system is precisely 60 scale mph – excellent! (And, if you need to remove any wallpaper or move some furniture, its pulling power

is slightly more than four pounds or about 64 free-rolling cars!)

The decoder is load-regulated, so the locomotive maintains a steady speed through curves and up and down grades while running on DCC.

The sound system is reliable and realistic, especially since the speaker is in the boiler so the sounds emanate from the locomotive instead of the tender. The exhaust sounds were produced at the correct rate of four chuffs per driver revolution, and the sound quality was remarkable – and very similar to that of restored Soo Line Mikado no. 1003. Operating in digital mode gives full control over the sound functions, but the locomotive also whistles at startup (and over track-mounted magnets) in the analog mode.

Overall, LGB's newest Mikado is a fine model of a well-known and widely used prototype, and having factory DCC and sound only enhances its appeal. The engineers in Nuremburg have created another winner – a big winner. – *Andy Sperandio and Terry Thompson*

USRA Mikado features

- Articulated drive
- Buhler seven-pole motor
- Cab interior with a working firebox door, simulated firebox fire, and movable roof vents
- Digital sound system
- Directional headlights
- Drawbar pull: 4.06 pounds with traction tires on rear driver set
- Dual-mode decoder for LGB Multi-Train System (MTS Digital Command Control) or DC operation
- Engine weight: 16.3 pounds
- Four-position control switch in cab
- Length of engine and tender: 36.6"
- LGB couplers
- Minimum radius: 645mm, or 25.4"
- Smoke generator in stack
- 12-point power pickup using eight drivers and four track-slider shoes
- Weather-resistant construction

Performance:

Minimum, midrange, and maximum speeds on filtered DC, straight track:

Scale mph	Load	Volts	Amperes
8.5	Free	9.0	.82
20.0	Free	12.0	1.00
42.5	Free	18.0	1.18
–	Slipping	18.0	3.05
–	Stalled	0.0	0.00

No. 1 gauge USRA Mikado

Price: \$1,849.99

Manufacturer:

LGB of America
6444 Nancy Ridge Rd.
San Diego, CA 92121
Phone: 858-535-9387
Fax: 858-535-1091

Description:

Ready-to-run plastic and metal steam locomotive

Road name:

Baltimore & Ohio or Southern Ry.



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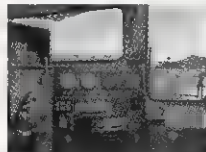
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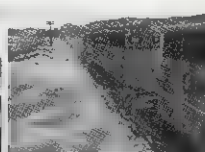
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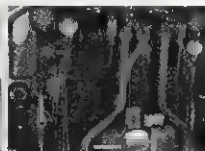


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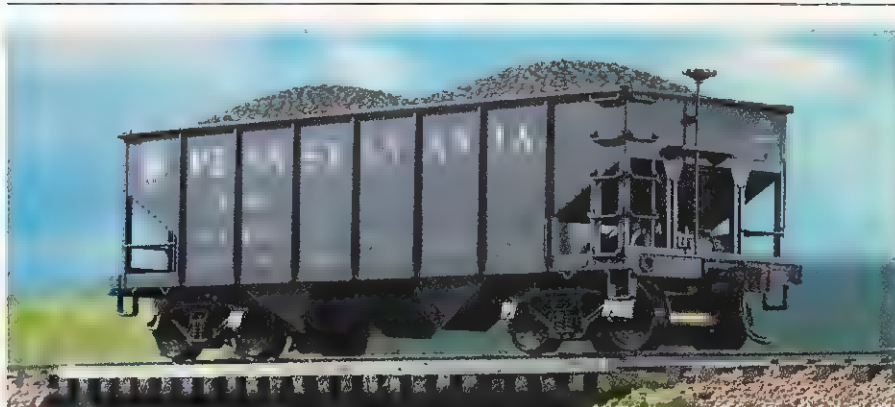
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Product Reviews



H0 Pennsylvania RR twin hopper

Bowser has released easy-to-assemble plastic kits for Pennsylvania RR class GLa twin hoppers. More than 30,000 were built between 1904 and 1920, making this class one of the PRR's most common cars. Some lasted through several rebuildings into the 1970s. Additional GLa hoppers were also built for on-line private owners.

The model closely follows the prototype dimensions shown in a PRR car diagram book and a drawing published in the February 2002 *Railmodel Journal*.

A single exploded isometric drawing shows how the model goes together. The only tools necessary are a sharp hobby knife (or sprue nipper) to trim parts, and a small screwdriver. A drop or two of liquid plastic cement is also needed to secure the brake details.

Bowser's kit has a one-piece carbody which includes the characteristic PRR heavy end sills. The underframe, brake system details, and coupler box covers are separate add-on parts. A pair of steel weights fit inside the body and they're concealed by detailed slope sheet panels. A removable coal load is also included.

The AB brake system details fit cars rebuilt from the mid-1930s on. While the vertical staff hand brake is an early type, they were not always replaced when the brake system was updated. However, many of the later rebuilds received a geared "power" hand brake mounted on the car end.

The coupler boxes are molded into the underframe and their lids are secured with small screws. McHenry magnetic knuckle couplers and horn-hook couplers are provided, but other brands of couplers will also fit. Our sample's coupler height is correct.

Rigid-frame acetal plastic Association of American Railroads 50-ton trucks are provided. The RP25 contour wheels are acetal plastic and they're mounted on brass needlepoint axles so these trucks are very free-rolling. The wheelsets match the National Model Railroad Association standards gauge.

This hopper weighs only 2½ ounces, so another ounce should be added to bring it up to the NMRA's Recommendation. It would be easy enough to hide the weight in a load, but it'll take some ingenuity to hide it in the empty car.



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Product Reviews

Our samples were evenly painted with sharp lettering. Several car numbers are offered in each paint scheme.

Thanks to Bowser, these common hopper cars will add some nice variety to steam era coal trains. — *Jim Hediger, senior editor*

H0 PRR twin hopper car

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Bowser Mfg. Co.

P. O. Box 322

Montoursville, PA 17754-0322

www.bowser-trains.com

Description:

Easy-to-assemble plastic car kit

Road names:

Berwind Coal Co. (BWCX, NR&PCC, and NRBX versions), Penn Gas Coal Co., Pennsylvania Lines, Pennsylvania RR (circle keystone, early scheme, plain keystone, and shadow keystone versions) and Westmoreland Coal Co.

Kato H0 business car



Kato has introduced a superb Budd lightweight business car as its first H0 passenger car. It's an impressive model that includes an interior, underbody details, and working signal and marker lights. It's simply the best plastic passenger car I've seen.

Railroad business cars evolved from opulent palaces on wheels into a rolling office suite where the chief executive can hold meetings, inspect the railroad property, and entertain guests. Starting from the rear, this car includes an

observation room, two roomettes, a secretary's room, the master suite with a private shower, a stateroom, a dining room, crew quarters, and a kitchen.

Kato's model is a replica of a prototype car named *Burlington* that Budd built for the Chicago, Burlington & Quincy in 1952. It was built using the same lightweight stainless steel construction methods that were used on the Burlington's *Zephyr* cars. The model matches the prototype dimensions on a CB&Q car diagram.

And your wife says there's no passion left in you.



Radio Control Cars

O Scale Engines

This HO model follows the same design as Kato's N scale Budd cars. A highly detailed body casting has Budd's typical cross-section with excellent fluting. Flush-fitting windows lock into the side openings and each one has a printed rubber gasket. Six loops in the bottom edge of the window strip lock the body and floor together.

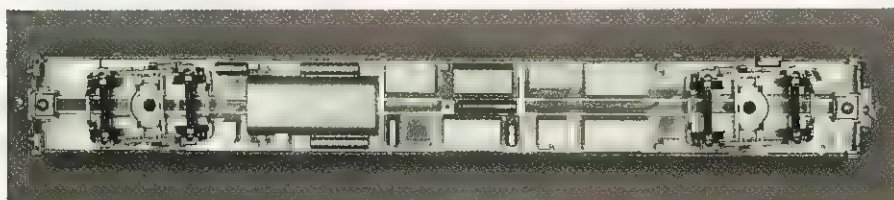
All of the visible underbody components are molded into the floor, while

the detailed interior is a separate assembly mounted on top with plastic latches and a screw. Steel weights and a pair of bronze contact strips are sandwiched between the floor and interior to supply current to the rear lights. An interior lighting kit is sold separately that also uses these contact strips.

Numerous grab irons, radio antennas, and rooftop ventilators are supplied as separate add-on details. Most

of these items press-fit into their mounting holes, although a few needed a drop of cyanoacrylate adhesive (CA).

Appropriate General Steel Castings four-wheel trucks are included. They have a removable top which provides extra clearance behind the full skirting to allow the car to operate on curves under 21" radius. However, some extra coupler swing may have to be provided for operation on tighter curves.



HO scale business car

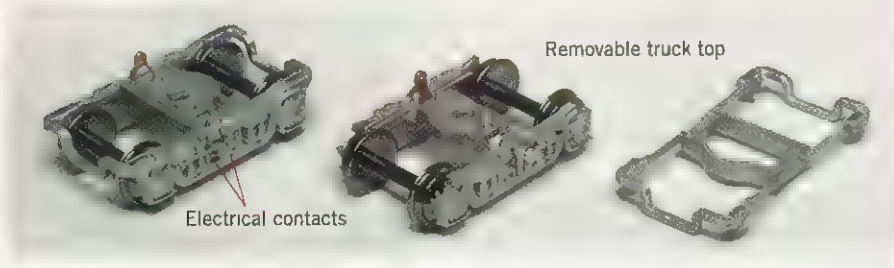
Price: \$47.98 per set

Manufacturer:

Kato U. S. A. Inc.
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Schaumburg, IL 60173

Road names:

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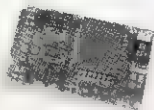
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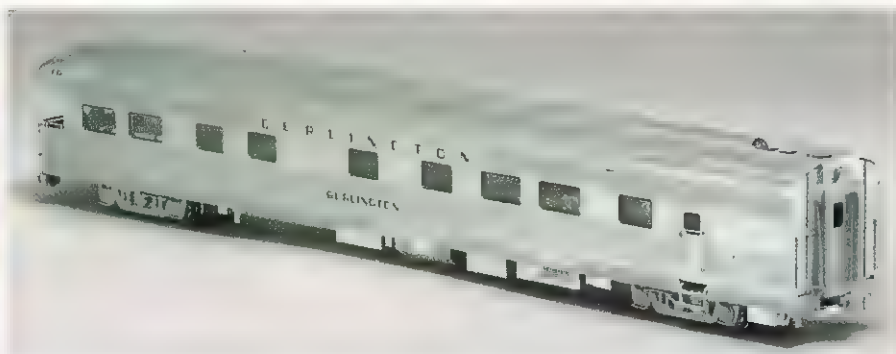
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Product Reviews



The car is unusually free-rolling thanks to metal wheelsets and needle-point axle bearing/contacts. A clever electrical system concealed in the floor transfers current to the operating exterior lights and provides connections for an optional interior lighting kit.

The open platform end has an operating red signal light on the roof and working marker lights on each side which display the proper red to the rear and green forward.

Our sample has an excellent finish with smooth aluminum paint and sharp lettering. The other color schemes are also well done, but the Amtrak car and the Atchison, Topeka & Santa Fe model are the only other ones with similar Budd prototypes.

Business cars have always been an impressive perk for railroad presidents, and this model will certainly continue that tradition for model railroad chief executives. — J. D. H.



Business car features

- Blackened metal NMRA RP25 wheels mounted on tubular axles
- Detailed interior, ready for lights
- Eight-wheel electrical pickup
- Kato dummy knuckle couplers (Kadee no. 5s can be substituted)
- Minimum radius: 21" (18" with truck modification)
- Operating marker lights
- Ready-to-run
- Weight: 7 ounces (matches NMRA recommendation)

Micro-Trains N scale EMC FTs



Micro-Trains is producing Electro-Motive Corp's historic FT road diesel as its first N scale locomotive. Offered in A-B sets, these ready-to-run models are well-proportioned and

highly detailed with smooth-running, powerful mechanisms.

According to the book *Diesel Locomotives: the First 50 Years* (Kalmbach), EMC introduced the prototype FTs in

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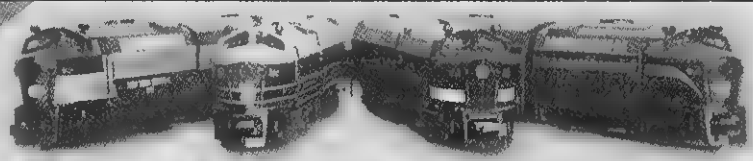
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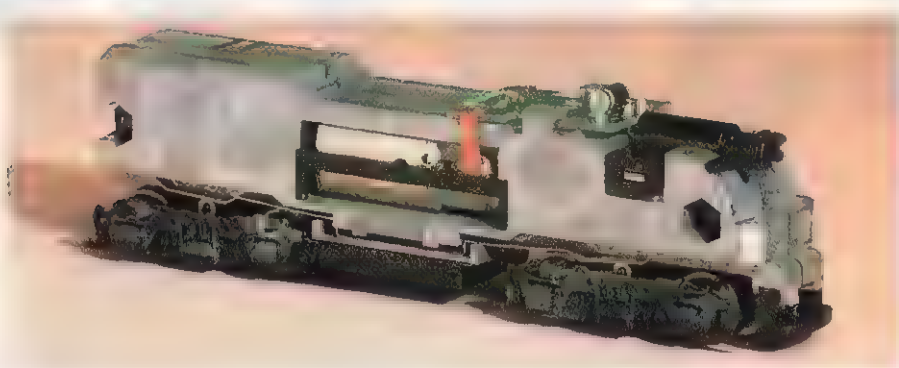
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Product Reviews



November 1939 and built 555 A units and 541 B units by November 1945. These "war babies" led the way for the thousands of F units which followed.

Our sample FTs closely matched the drawing published in the *Model Railroader Cyclopaedia: Vol. 2, Diesel Locomotives*. The wheelbase is correct on both units and the B unit's long overhang is a spotting characteristic of these locomotives.

While this all-new model follows the proven split-frame design used in most contemporary N scale locomotives, Micro-Trains builds this one in the United States. It has a well-detailed body shell with factory-applied detail variations to match specific prototypes. These options include large or small nose number boxes, three different roofs, single or dual headlights, side number boxes, and an extra porthole in the B unit.

The grills are etched metal and the side grab irons are separate parts installed at the factory. Clear plastic window glazing fits into each opening flush with the exterior.

The A and B units are both powered. They have a heavy cast-metal frame

that's split vertically to clamp around a double-ended, five-pole, open-frame motor with a flywheel. The instruction sheet notes the motor's maximum operating voltage is 10 volts, which is a concern as it's lower than the National Model Railroad Association's S-9 standard 12 volts for DC operation.

The motor is electrically isolated from the frame and there's a small PC board on top of the weights that contains the brush contacts and a directional headlight diode. A clever system of springy phosphor bronze contacts pick up current from all of the wheels and transfer it to each half of the frame. Micro-Trains calls these models "DCC ready," but there's no built-in Digital Command

N scale FT features

- A and B units are powered
- Accurate paint schemes
- Body-mounted Micro-Trains magnetic knuckle couplers
- Constant, directional headlight
- Drawbar pull: 1.6 ounces
- Engine weight: 6.5 ounces
- Etched metal grill detail
- Factory-applied separate grab irons
- Five pole motor with flywheel
- Illuminated nose number boards
- Maximum operating voltage: 10 volts
- Minimum radius: 9 3/4"
- NMRA standard wheelsets
- Optional working diaphragms
- Railroad specific details

Performance:

Minimum, midrange, and maximum speeds on filtered DC, straight track:

Scale mph	Load	Volts	Amperes
5.3	Free	2.0	.01
14.8	Free	3.0	.01
45.9	Free	6.0	.01
81.5	Free	9.0	.02
97.2	Free	10.0	.02
—	Slipping	10.0	.03
—	Stalled	10.0	.15

N scale EMC FT road diesel

Price: see road name list

Manufacturer:

Micro-Trains Line
P. O. Box 1200
Talent, OR 97540-1200
www.micro-trains.com

Description:

Powered, ready-to-run plastic and metal A-B diesel locomotive

Road names:

(Two road numbers per paint scheme)
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1. No Purchase Necessary. Official entry forms are bound in the December 2002, January 2003, and February 2003 issues of *Model Railroader*. The *Model Railroader* Ultimate Hobby Shop 2003 Sweepstakes is open to residents of the United States and Canada (except Quebec) only, 18 years of age or older. Employees (and their dependents and immediate household members) of Kalmbach Publishing Co., their advertising and promotional agencies and sponsoring companies are not eligible to participate.

2. Sweepstakes Entry. To enter, complete and mail the official entry form or a postcard with name, address, city, state or province, zip, and telephone number to: The *Model Railroader* Ultimate Hobby Shop 2003 Sweepstakes, P.O. Box 1199, Waukesha, WI 53187-1199. Or, enter online by filing in the Online Entry Form and hitting the SEND key. The Online Entry Form must be filled out completely to be eligible. Incomplete or defaced entry forms are void. One entry per household. The official ending date for The *Model Railroader* Ultimate Hobby Shop 2003 Sweepstakes will be April 1, 2003, and all entries must be transmitted or postmarked no later than that date.

3. Prizes and Odds of Winning. One drawing will be held on or about April 22, 2003 for the following awards: One Grand Prize consisting of a \$2,500.00 Gift Certificate redeemable at the hobby shop of the winner's choice (selected retailer must be listed in at least one yellow pages directory under "Hobby & Model Supplies – Retail"). One First Prize consisting of the World's Greatest Hobby First Layout package, including Atlas commander, generator, and locomotive with decoder, Bachmann track, Walther structures, Woodlands Scenics scenery, and the "Building Your First Model Railroad" video from The World's Greatest Hobby, valued at approximately \$700.00. One Second Prize consisting of an airbrush package, including a North Coast Hobbies paint booth and a Badger Air-brush airbrush, paints and accessories valued at approximately \$580.00. Twelve Third Prizes each consisting of one \$50.00 gift certificate from Micro Mark. Fifteen Fourth Prizes each consisting of a one-year subscription to *Model Railroader* or the Kalmbach magazine of the winner's choice (retail value varies by magaz.ne, maximum retail value is \$39.95). Cash equivalents of merchandise and/or travel prizes will not be awarded. Substituting prizes is not allowed. Any applicable federal, state, and/or local taxes are the responsibility of the winner. Odds of winning depend on the number of entries received. Total circulation for *Model Railroader* is 177,443. Sweepstakes void in Quebec and void where prohibited.

4. Validation and Acceptance. Winners in The *Model Railroader* Ultimate Hobby Shop 2003 Sweepstakes will be selected in a random drawing. Canadian prize awards subject to skill test requirement. By entering the sweepstakes, participants agree to be bound by these official rules and all decisions of the judging organization. Sweepstakes entries void if not legible, not completed in full, not obtained legitimately, or if forged, photocopied, mechanically reproduced, late or tampered with. The potential winners must sign and return an Affidavit of Eligibility, publicity release and Release of Liability within fourteen (14) days of notification. In the event of non-compliance, alternate winners will be randomly drawn. No responsibility is assumed for lost, stolen, misdirected or late entries or notifications. All sweepstakes entries become the property of the sponsor and will not be returned.

5. Winner's List. For a list of winners, send a stamped, self-addressed envelope to: The *Model Railroader* Ultimate Hobby Shop 2003 Sweepstakes Winners List, P.O. Box 1612, Waukesha, WI 53187-1612. Residents of FL, VT, and WA may omit stamp. Requests must be received by July 1, 2003. Or check the *Model Railroader* web site (www.modelrailroader.com) after September 30, 2003.

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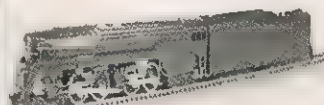
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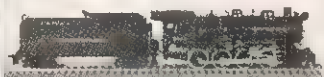
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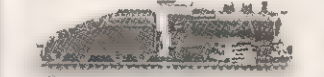
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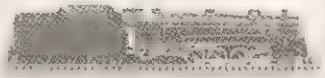
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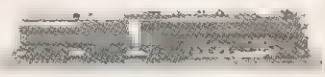
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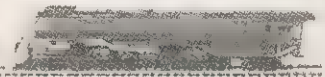
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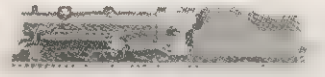
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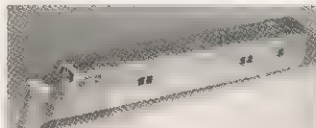


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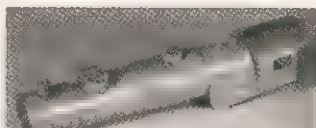
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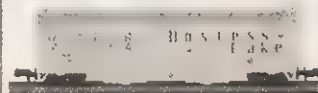
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Antenna Support System for the Bowser N Scale Caboose

#37099 \$5.95 Kit

Black styrene supports with brass wire. The holes for drilling are marked on the underside of the roof. The roof snaps off by pressing on the sides of the body under the cupola.

Continued from page 25

My testing was done using the A-B set, so it reflects the pair's performance. The locomotive started and ran smoothly using very little current at slow speed. It growled a bit to begin with, but quieted down as the speed increased. Its overall speed range is fine for a passenger-gear unit, but a bit



N scalers looking for classic early road diesels will be pleased with this model. —*J. D. H.*



This feed mill is one of the newest additions to Walthers' Cornerstone series of structure kits. It's an agricultural business that's a common sight throughout North America.

Its interesting shape is what makes this feed mill a real winner: It can be modeled as two separate buildings or as a joined building. If the buildings are joined, they can be positioned to fit



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Product Reviews



along either a straight or curved siding since the feed mill is rectangular and the storage bin has an angled end wall.

But no matter how the buildings are positioned, they won't take up much layout space. The feed mill's footprint is 7 1/4" x 5 1/2" x 5 1/2" tall, while the storage bin is a foot shorter with a 6" x 4" footprint. Two optional ramps, included with the kit, will minimally increase these footprints.

The kit's pieces come molded in prototypical colors – the feed mill is brick red; the storage bin, window frames, ramps, and detail parts are light gray; and the roof is dark gray. Clear window glazing is also included.

While the molded colors look realistic, I decided to paint our review sample with Polly Scale paints and weather it with chalks and thinned paint. This greatly enhanced the kit by hiding the molded styrene appearance.

The feed mill comes with illustrated instructions featuring exploded isometric drawings and step-by-step text. The kit assembled easily with a sharp hobby knife, sprue cutter, hobby files, and liquid cement.

A decal sheet is also included with signs for three feed companies, as well as smaller ones for the storage bin and general purpose building signs.

This feed mill is a great addition to Walther's structure line, and it'll look good on any model railroad from the early 1900s to the modern era. – Cody Grivno, assistant editor

HO scale feed mill

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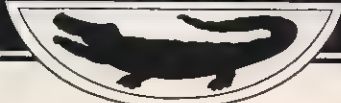
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► CLUB NEWS



WILLIAM SAVAGE

Members of the Janis Center RR Club have taken on the challenge of educating people of all ages about prototype railroading and how to model it. Club members Robert Flores, Roger Bower, Bob Rheinsheld, Ken Smith, Bill Savage, and Ed Blair are seen here after presenting their program, "Living History," at Salem Grade School in Columbus, Ohio.

Their presentation includes the history of railroading in Ohio, the expan-

sion west, how railroads operate today, and a lesson in railroad safety. The presentation also has a segment on model railroading and explains various elements of the hobby including a demonstration of modeling scales, types of equipment and resources available, and the different skill levels required.

The group travels with an assortment of charts, models, and a four-foot demonstration layout. In addition to visiting schools, club members have

also spoken before other groups and organizations.

The Janis Center RR Club currently has 34 members. It operates a large club layout located on the Ohio State Fairgrounds in the lower level of the Martin Janis Multi-generational Center that is open to the public during the fair. — David Popp



National Model Railroad Month – Texas style

For the past 30 years, the San Jacinto Model Railroad Club of Houston, Texas, has been holding open houses at club members' layouts during National Model Railroad Month.

Club president Bob Dannenbrink reports that this year's event planned to feature 58 layouts open for exhibit during the four weekends in November

that included scales ranging from Z to 1½" live steam.

In addition to the layout tours, the San Jacinto Model Railroad Club also hosts the annual Greater Houston Area Train Show. This year's show will be held March 8, 2003, at the Humble Civic Center in Humble, Texas. For more information call 281-482-7673.

WGH sweepstakes winner

Pamela Humphrey from Kitchener, Ontario, won the October World's Greatest Hobby Sweepstakes. Her prize was an HO scale Power-Loc track set donated on behalf of Life-Like by its Canadian distributor, Canadian Hobby Craft.



New club at the University of Minnesota

The University of Minnesota has granted the Railroad Club at the U of M official club status as of the start of the 2002-03 school year. Club founder Andy Inserra says the group currently has more than a dozen members, meets once a month, and is open to all U of M students, staff, and alumni.

The club is planning various railfan events and is building a portable N scale

demonstration layout. The group also hopes to begin construction of an HO modular layout once a permanent space can be established. For more information, contact the group at Railroad Club at the U of M, 825 Washington Ave. S. E., Room 201, Minneapolis, MN 55414, or find them in the club listings on the WGH Web site at www.greatesthobby.com. — D. P.

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Bowser has long been known as the source for an extensive line of HO locomotive and freight car kits and, more recently, N scale rolling stock kits. The eastern Pennsylvania company also offers comprehensive casting and project-management services, which range from making custom soft-metal castings to the production of an entire kit. The latter includes research, die cutting, injection molding, painting, pad-printed lettering, packaging, and distribution.

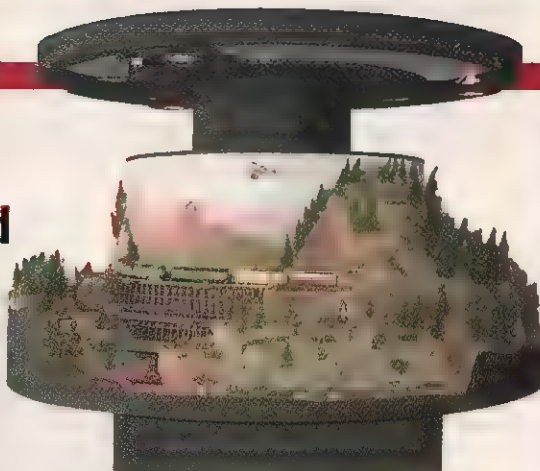
The cost to have even a single part reproduced in pewter from a master is surprisingly inexpensive, often less than \$5. During a recent tour of the plant, I saw workers making a brake wheel for an out-of-production large scale boxcar to replace one that had been lost. A part from another car was used as the pattern. If you need a number of special parts for a detailing project, Bowser can cast them in quantity at a low per-piece cost.

Bowser also recently acquired a new computerized, five-head pad printer from Switzerland that gives the firm enhanced model-lettering capabilities. This machine allows the company to print a full-color herald or logo on a model (a white base plus the usual four colors) or to print fine lettering separately from a large herald, using multiple hits on each as shown on the sample trailer above. — Tony Koester

A railroad-go-round

Looking for a unique way to follow your model trains around the layout without moving from your chair? David Freeman of Westpoint, Ontario, may just have the answer for you.

David's HO scale Dizzy Heights RR is a round diorama that rotates counterclockwise as the trains travel on three loops of track at different levels in the opposite direction. When the



speed of the trains is set to match the rotation of the diorama, a viewer can stand in one place and watch the trains travel around the whole layout! — D. P.



JIM FORBES

Märklin visits MR

In September, Märklin's CEO Paul Adams (left) and export general manager Roland Fuchs paid a visit to the offices of MODEL RAILROADER to meet the staff and tour our company. They then met with the MR strategic planning team and discussed the North American model railroad industry.

Industry publication features modelers

The Minerals, Metals, and Materials Society's industry publication *JOM* recently featured the efforts of various model railroaders to capture the metal industry in miniature. In its Sept. 2002 issue, *JOM* ran an article called "Railroad Modelers Cut Metal Production Facilities Down to Size."

The article featured three model mills: the O scale Sharon Steel Mill built by Michael Orban, Art Griffith, and others displayed at the Carnegie Science Center in Pittsburgh, Pa.; Dean Freytag's HO scale Davies Steel plant; and Jeff Borne's nickel-smelting plant, which follows the Mitsubishi process commonly



JIM HEDIGER

Dean Freytag is one of several model railroaders to be featured in *JOM*.

used in copper production. For more information about *JOM* or the article, visit www.tms.org.

WARNING: Subscription scam!

It has been brought to Kalmbach Publishing Co.'s attention that two companies are offering fraudulent renewal services to MODEL RAILROADER Maga-

zine subscribers. Do not accept any renewal offers presented by Publishers Access Services of Sarasota, Fla., or Bradford Publishing of San Diego, Calif.

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MR News

▶ PRODUCT NEWS

Historic Disney locomotive in 1:24 scale



Hartland Locomotive Works has released a 1:24 scale model named for the *Ernest S. Marsh* 2-4-0 locomotive in celebration of Walt Disney's centennial. The locomotive is available at Disneyland in Anaheim, Calif. For information call 800-760-3566.

HO scale

A-Line has released three new styles of modern tank car ends for Model Die Casting 50-foot tank cars. The injection-molded styrene parts can include recessed ends as used on American Car & Foundry insulated tank cars, and "soft"- (wide radius) and "hard"- (tight radius) edged ends as used on GATX/Trinity insulated tank cars. A-Line, P. O. Box 2701, Carlsbad, CA 92018; ppw-aline.com.



Athearn has released fully assembled 70-ton roller-bearing trucks modeled after ACF Ride Control trucks. They have 33" metal wheelsets with rotating bearing caps and are appropriate for freight cars between 40 and 70 tons. The firm has also released an EMD GP38-2 decorated as Chicago & North Western no. 4606 in the "Operation Lifesaver" paint scheme. The locomotive comes fully assembled. Also new from Athearn are heavyweight passenger cars decorated for Canadian National and Great Northern. Cars available for both road names include a baggage, Railway Post Office, Pullman sleeper, diner, observation, and two styles of coaches. Athearn Inc., 19010 Laurel Park Rd., Compton, CA 90220; www.athearn.com.

▶ More on our Web site

For weekly product news updates, visit our Web site at www.modelrailroader.com.

Atlas has released two new track packs for 4 x 8-foot layouts. The River Pass track pack is made for Woodland Scenics' new River Pass layout kit and includes all the code 83 track, remote-control switches, rail joiners, and bridges needed for the layout. The World's Greatest Hobby track pack includes Atlas True-Track (gray roadbed with code 83 track) and switches to complete the World's Greatest Hobby *Building Your First Model Railroad* video layout. The pack includes a copy of the WGH video demonstrating how to build the layout. Atlas Model Railroad Co. Inc., 603 Sweetland Ave., Hillside, NJ 07205; www.atlasrr.com.

Bowser has released its ReeferRailer kit in a new road name, Alliance Shippers Inc. The kit includes a one-piece plastic molded trailer body, underframe, landing gear, and rail bogie with 33" wheelsets. Bowser has also

released eight new paint schemes for its Pennsylvania RR GLa two-bay hopper. Bowser Mfg. Co., P. O. Box 322, Montoursville, PA 17754-0322; www.bowser-trains.com.



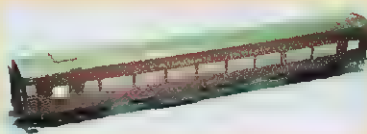
Canadian Model Trains is offering two Life-Like 50-foot automobile boxcars decorated in the Canadian National Rys. "wet-noodle" and maple-leaf schemes. The cars come fully assembled and feature metal wheelsets, knuckle couplers, and separately applied ladders and grab irons. Canadian Model Trains Inc., 521 N. Service Rd. E., Unit 2C, Oakville, ON L6H 1A5, Canada; www.modeltrains.com.



Custom Finishing has released a pewter kit for a Kershaw tie end remover. The kit includes more than 90 parts, insulated wheelsets, window glazing, and decals. The price is \$51.95 plus \$6.50 shipping. Custom Finishing, 379 Tully Rd., Orange, MA 01364.



Funaro & Camerlengo has released two Florida East Coast boxcars, a 1924 ventilated boxcar and ventilated boxcar rebuilt as an insulated boxcar. Both kits feature one-piece polycarbonate resin body castings, Tichy Train Group brake detail parts, and FEC decals. The cars are \$35.99 each including shipping. Pennsylvania residents add six percent



HO scale Canadian Pacific coach: Norwest Kits & Castings has released a resin kit for a CP first-class passenger coach. It includes the brake gear, trucks, and decals and sells for \$55 U. S. plus \$6 shipping. Norwest Kits & Castings, 1585 E. Pender St., Vancouver, BC V5L 1V9, Canada; www.promodelbuilders.com/norwest.

sales tax. Funaro & Camerlengo, Rt. 5, Box 5290, Honesdale, PA 18431.

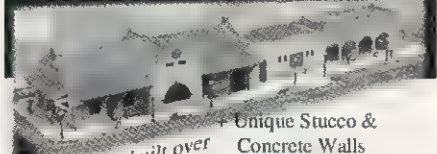
Horizon Hobby is offering a special run of Atlas Alco RS-1 locomotives decorated for Chicago & Eastern Illinois, Chicago & North Western, and Illinois Central Gulf. The limited-run locomotives are available in two road numbers each. Horizon Hobby Inc., 4105 Fieldstone Rd., Champaign, IL 61822; www.horizonhobby.com.

InterMountain has released its Regal Line F7 A and B locomotives decorated in Southern Pacific's bloody-nose paint scheme. The A and B units are available powered and ready-to-run, or as assembled and decorated shells only. New assembled freight cars from the firm include a Santa Fe Refrigerator Dept.



HO scale test rollers: Bachrus has released a new version of its Saddle – HO scale test rollers for stationary locomotive operation. The Saddle works with code 100 track, can be used with both DC and Digital Command Control (DCC) systems, and can operate steam, diesel, or electric locomotives. A four-roller set is \$39.15 U. S. and a two-roller add-on set is \$21.20. Add \$6 for shipping. Bachrus Inc., 1289 Hillview Crescent, Oakville, ON L6H 2C6, Canada; www.bachrus.com.

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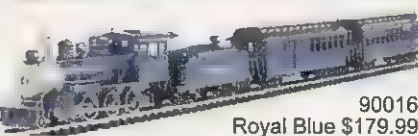
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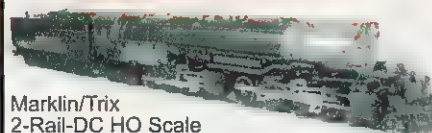


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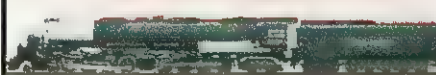
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refrigerator car, decorated with the *Grand Canyon* slogan and straight-line map; an Atchison, Topeka & Santa Fe 60-foot PS-1 boxcar decorated with the "Shock Control" logo; a Chicago & North Western United States Railroad Administration composite drop-bottom gondola; a Detroit, Toledo & Ironton 60-foot PS-1 boxcar; a Denver & Rio Grande Western ACF two-bay Center Flow covered hopper; a Missouri Pacific 60-foot flatcar; a New York Central 36-foot two-bay rebuilt hopper; and a Northern Pacific 4,750-cubic-foot, rib-sided, three-bay covered hopper. InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502; www.intermountain-railway.com.

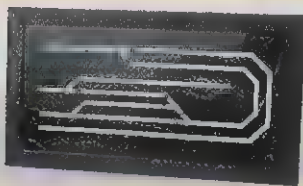
Kadee has released three new PS-1 boxcars including two 40-foot cars decorated for Ann Arbor and Atchison, Topeka & Santa Fe with the "Route of the *Super Chief*" slogan, and a 50-foot double-door car decorated for the Chicago & Eastern Illinois RR. Kadee has also released its new no. 78 scale Magne-Matic coupler assembled and ready to use in its own coupler box with two mounting holes. Kadee Quality Products, 673 Ave. C, White City, OR 97503-1078; www.kadee.com.

Kato has announced it will produce a new run of Digital Command Control-ready EMD SD45 locomotives. Road names include Atchison, Topeka &



HO scale gondolas: Red Caboose has released three new ready-to-run GS-type drop-bottom gondolas. Models include a Southern Pacific composite gondola with wooden extensions, a Denver & Rio Grande Western beet-service steel gondola, and an SP steel gondola. All three are available in 12 different road numbers. Red Caboose, 14122 Mead St., P. O. Box 250, Mead, CO 80542; www.red-caboose.com.

Santa Fe; Chicago & North Western; Denver & Rio Grande Western; Pennsylvania; and Wisconsin Central. An undecorated model will also be available. Kato USA Inc., 100 Remington Rd., Schaumburg, IL 60173-3705; www.katousa.com.



Model railroad control panels: EZ Model Railroad has released a line of control-panel-surface kits. Each kit includes a .040"-thick aluminum panel painted black with a faint 1/4" grid pattern, a 1/8" clear polycarbonate cover panel, and white peel-and-stick shapes for marking the lines and turnouts. Kits are available in 8" x 16", 12" x 18", and 12" x 24" sizes. Plasticworks, Inc., EZ Model Railroad Division, West Fullerton Ave., No. C, Addison, IL 60101; www.EZModelRailroading.com.



LBF Co. has released a Trinity 5,161-cubic-foot covered hopper in 12 road numbers decorated for Burlington Northern Santa Fe. The cars come ready-to-run featuring opening hatches and 100-ton Barber S-2 trucks with precision metal wheelsets. LBF Co., 1931 N. W. Mulholland Dr., Roseburg, OR 97470; www.lbfcompany.com.

Märklin has released a streamlined observation car decorated for the Atchison, Topeka & Santa Fe. The 73-foot car features an extruded aluminum shell with LED marker lights and lighted drumhead train sign. Märklin Inc., P. O. Box 510559, New Berlin, WI 53151; www.marklin.com.

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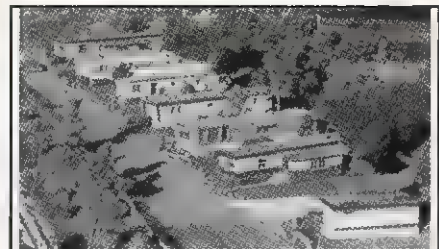
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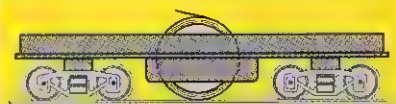
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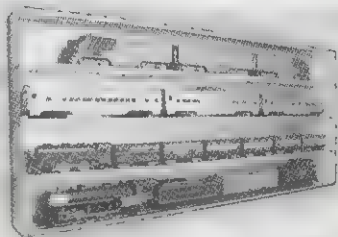
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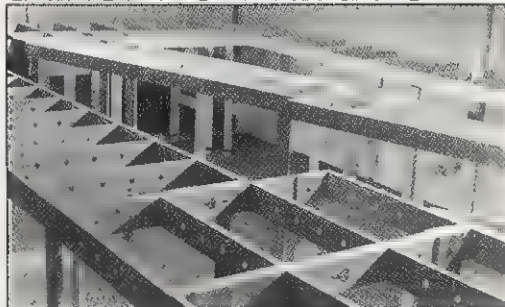
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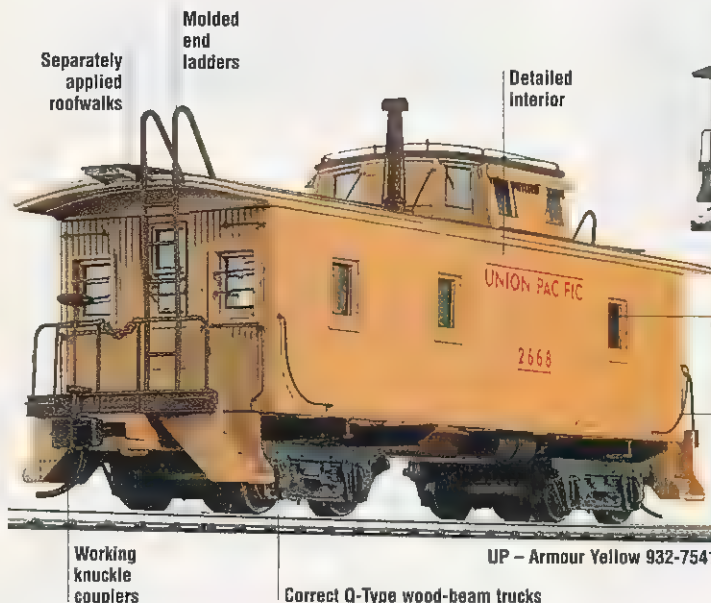
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See the Walthers HO Scale freight car line at walthers.com and the Walthers Reference Books.

Preproduction models shown, some details may vary. Figures, vehicles, scenery and other accessories sold separately. ©2002 Wm. K. Walthers, Inc.

MR News

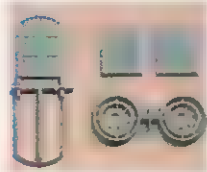


Model Tech Studios has released an Atchison, Topeka & Santa Fe classic mission-style passenger station. The kit includes pre-assembled stucco and concrete wall sections, Spanish tile roofs, laser-cut windows, and resin cast doors and roof brackets. The model is sold as three separate kits including the main station, the freight addition, and the passenger canopy. Model Tech Studios, 70 High St., Hampton, NH 03842; www.modeltechstudios.com.



Sunshine Models has released kits for Atchison, Topeka & Santa Fe 40- and 50-foot composite drop-bottom gondolas in four versions. The kits include vacuum-formed gray urethane castings and white metal details. The 40-foot GA-22 and -25 models are \$30 each, and the 50-foot GA-20 and -26 kits are \$36. Shipping is \$4 for up to five kits. Sunshine Models, P. O. Box 4997, Springfield, MO 65808-4997.

Tichy Train Group has released a series of industrial building doors and windows. Some of the new products include freight doors with arched transoms, double steel doors, 65"-diameter round windows, and double-hung factory windows for masonry buildings. Tichy Train Group, P. O. Box 39, Plainview, NY 11803-0039.



Trainco has released a cast-resin shell for an Alco RSD-15 "alligator" road switcher. The casting fits a Hobbytown drive unit. Shells are \$55 including shipping. Trainco, P. O. Box 245461, Pembroke Pines, FL 33024.

Trains Canada has released two new sets of rebuilt 40-foot National Steel boxcars decorated for Canadian Pacific in green and red multimark schemes and Canadian National in the CN

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16710	Misic Car	59 95
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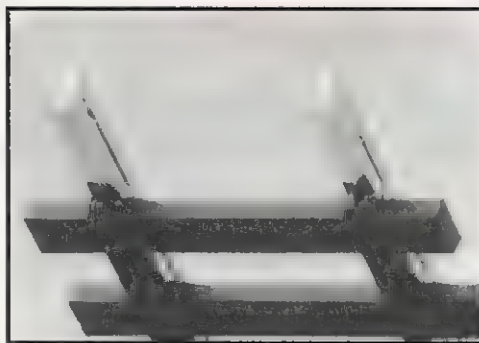
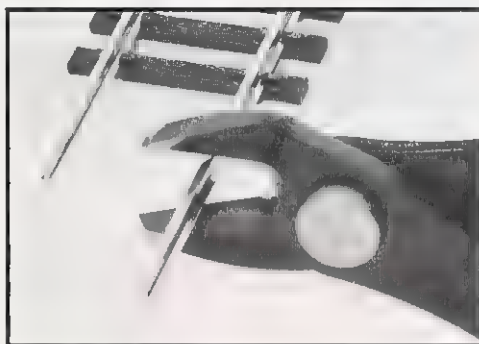
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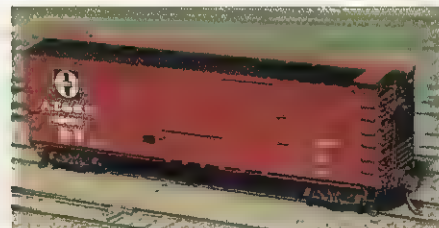
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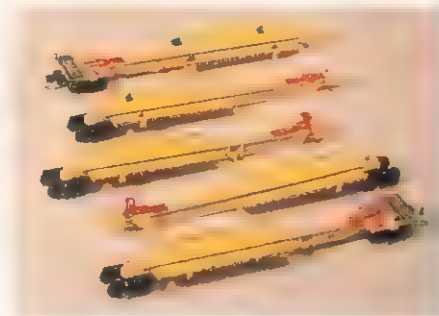
MR News

"wet-noodle" scheme with or without yellow doors. The boxcars have no running boards, feature half ladders on the brakewheel end, and come fully assembled. Trains Canada, 3801 16th St. S. E., Calgary, Alberta T2G 4W5, Canada.



Westerfield Models has released a USRA-design double-sheathed boxcar as rebuilt by the Atchison, Topeka & Santa Fe with banded sides. The kit includes an unpainted one-piece car body and detailed instructions, less trucks and couplers. Westerfield Models, 53 River Ln., Crossville, TN 38555.

N scale

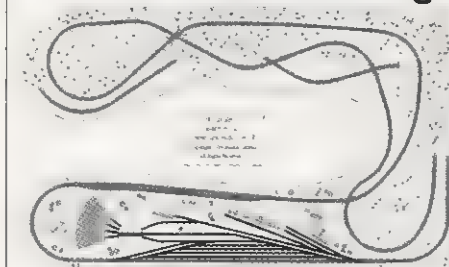


Alan Curtis Models is offering a cast metal spine car. The model is available ready-to-run or in kit form and features Micro-Trains trucks and couplers. Alan Curtis Models, 25 St. Andrews Rd., Spalding, Lincs PE11 2SH, England; www.alancurtismodels.com.

Atlas has released new low-profile wheelsets designed to fit Micro-Trains trucks. The wheelsets conform to National Model Railroad Association standards, work with the new Atlas code 55 track, and come in packages of 24, 48, and 100 wheelsets. Atlas Model Railroad Co., 603 Sweetland Ave., Hillside, NJ 07205-1799; www.atlasrr.com.

Bowser has released two new road names, Illinois Terminal and St. Louis-San Francisco, for its ready-to-run covered hoppers. Bowser Mfg. Co., P. O. Box 322, Montoursville, PA 17754-0322; www.bowser-trains.com.

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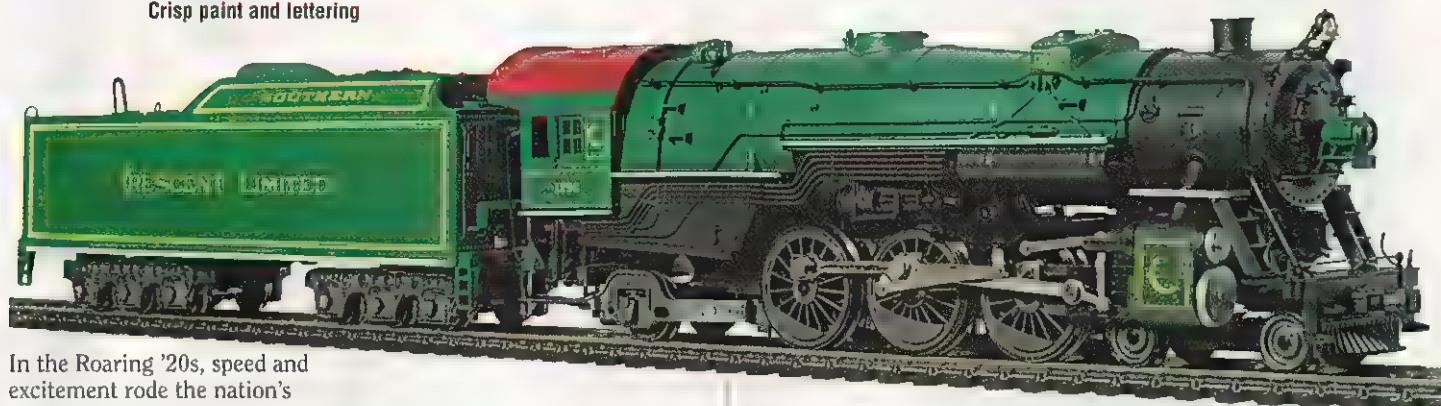
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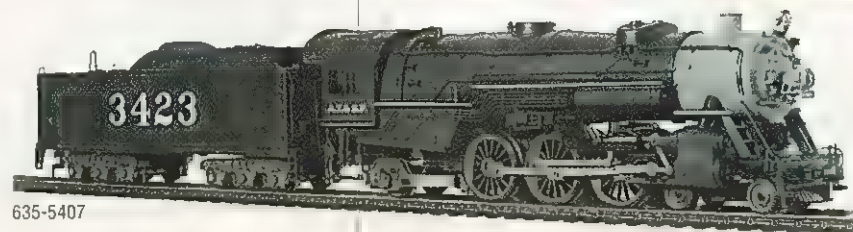
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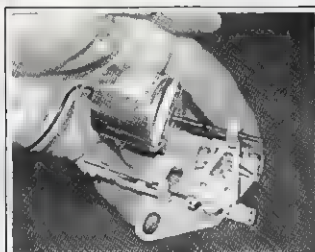
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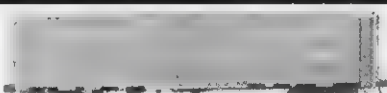
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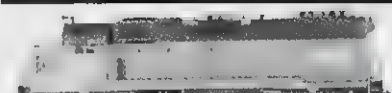
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932-7410 Trumix (TCCX)
932-7411 Vulcan (VULX)

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932-27408 Gifford Hill (GIHX)
932-27409 Hanson (GIHX)
932-27410 Trumix (TCCX)
932-27411 Vulcan (VULX)



Downtown Deco has released two limited-edition structure kits for Blue Comet Manufacturing Co. and Diamond Shipping Co. Both 4" x 22" kits feature Hydrocal cast walls, laser-cut wood freight doors, and custom laser-cut rooftop signs made by Bar Mills Scale Models. Downtown Deco, 4319 Rainbow Dr., Missoula, MT 59803; www.downtowndeco.com.

New assembled freight cars from InterMountain include a CSX 4,150-cubic-foot rib-sided three-bay covered hopper, a Missouri Pacific ACF two-bay Center Flow covered hopper, a Pacific Fruit Express double-herald R-40-23 refrigerator car, a Rock Island ACF three-bay 4,650-cubic-foot Center Flow covered hopper, a Southern Pacific Hydra-Cushion 50-foot American Association of Railroads standard double-door boxcar, and a Woburn Degreasing Co. ACF Type 27 8,000-gallon tank car. InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502-0839; www.intermountain-railway.com.

LBF Co. has released a new 50-foot modern hi-cube single-door boxcar and a 60-foot hi-capacity double-door boxcar. The styrene, ready-to-run models feature Micro-Trains trucks and couplers. The 50-foot cars are available dec-



N scale covered hopper: N Scale Supply is offering a special run of InterMountain ACF Center Flow two-bay covered hoppers decorated for Denver & Rio Grande Western. The cars are equipped with Atlas trucks and couplers and are available in five road numbers. N Scale Supply, 4980 Kipling St., No. 9, Wheat Ridge, CO 80033; www.nscalesupply.com.



HO and N scale limited run: LBF Co. is offering an interactive model railroading venture for HO and N scale modelers. The firm is releasing a limited run of BethGon Coalporters in six-car sets decorated for three private model railroads – the Colorado Rail Link Modular Club represented by club member George Stanko, Kevin Burkholder's Great Lakes Eastern, and Eric Brooman's Utah Belt Ry. A total of 48 different road numbers are available for each paint scheme. Set purchasers will be registered in LBF's interactive program and receive firsthand information about the model railroad's owner, his layout, and its operation, and be eligible for various interactive model railroading opportunities. LBF Co., LLC, 1931 N. W. Mulholland Dr., Roseburg, Oregon 97470; www.lbfcompany.com.

orated for Chicago & North Western and 21 other paint schemes with 12 road numbers for each. The 60-foot cars are available decorated for Canadian Pacific Ry. and five other road names in 24 road numbers each. LBF Co., LLC, 1931 N. W. Mulholland Dr., Roseburg, Oregon 97470; www.lbfcompany.com.

New paint schemes for Micro-Trains freight cars include a 50-foot boxcar decorated for British Columbia Ry., a Lehigh Valley 33-foot twin hopper, a Norfolk & Western 36-foot riveted steel caboose with offset cupola, and a Union Pacific depressed-center flatcar with transformer load. The firm is also now offering its line of assembled and unassembled body-mount couplers in brown plastic. Micro-Trains Line, P. O. Box 1200, Talent, OR 97540-1200; www.micro-trains.com.

Wheels of Time has released a second run of its assembled bi-level passenger cars in new road numbers decorated for Chicago & North Western, Chicago Regional Transportation Authority, and two Southern Pacific schemes: two-tone and solid gray. It has

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MR News

also released two new kits: a Southern Pacific 70-foot Harriman baggage car and a 60-foot Harriman Railway Post Office car decorated for the *Lark*. The kits include etched brass details, diaphragms, and decals. Wheels of Time, P. O. Box 846, Mountain View, CA 94042; www.wheelsoftime.com.

O scale

InterMountain has released an assembled 1937 American Association of Railroads 40-foot single-door boxcar decorated in Baltimore & Ohio's "Time-saver" scheme and a kit for a Missouri Pacific United States Railroad Administration composite drop-bottom gondola. InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502; www.intermountain-railway.com.

Scale Three Dimensional Renderings has released a series of modular wall castings in Alumilite resin. The walls feature brick detail and include Grandt Line doors and windows where appropriate. Wall sections available include an entry door with two windows, a double window section, a freight door wall, a blank wall, and a corner pilaster set. Scale Three Dimensional Renderings, 5425 Purpura Dr., Indianapolis, IN 46236.

Z scale



Micro-Trains has released an ACF 50-foot single-door boxcar decorated for Burlington Northern. The car is available with either Micro-Trains and Märklin couplers. Micro-Trains Line, P. O. Box 1200, Talent, OR 97540-1200; www.micro-trains.com

Scenery and accessories



Atlas has released a model of a 1996 Ford Taurus in HO and N scales. The automobiles are available in 12 1996

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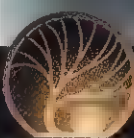
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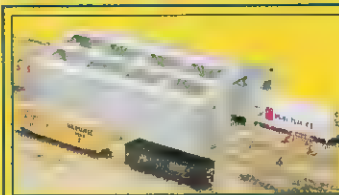
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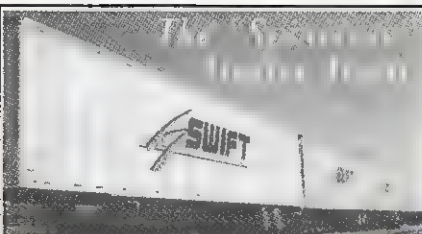
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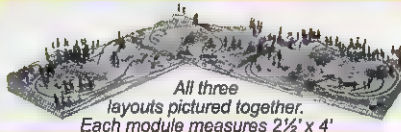
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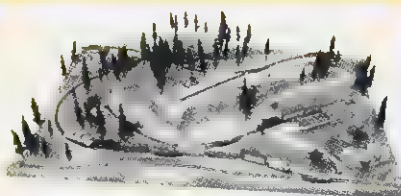
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MR News

Ford Taurus colors. Atlas Model Railroad Co., 603 Sweetland Ave., Hillside, NJ 07205-1779; www.atlas.com.



Bar Mills has released Saulenas Tavern in HO and N scales. It's modeled after a structure built by George Sellios for his HO scale Franklin & South Manchester RR. The laser-cut kit includes awnings, signs, sidewalk, and various white metal castings. Bar Mills Scale Model Works, P. O. Box 609, Bar Mills, ME 04004; www.barmillsmodels.com.

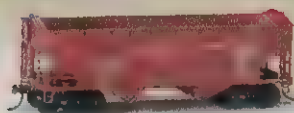
Woodland Scenics has released two new types of foliage clusters - underbrush and bushes. Both are available in 32-ounce canister shakers in six colors each. The firm also now offers the video, *Model Scenery Made Easy*, demonstrating how to use many of its products. Woodland Scenics, P. O. Box 98, Linn Creek, MO 65052; www.woodlandscenics.com.

Books and videos

Great Layouts has released two new videos in its Great Layouts Video Tour series. *Great Layouts Edition Two* visits the Red Stag Lumber Co., a modular On3 free-lanced 1930s-era Western United States logging railroad. *Great Layouts Edition Three* features Bruce Block's three layouts set in Australia, England, and California. In addition to the model trains and details, both 60-minute videos feature interviews with the modelers. Great Layouts, 565 Main Rd., Wombarra, NSW 2515, Australia; www.greatlayouts.com.

Kalmbach Publishing has released *Basic Model Railroad Benchwork: A Complete Photo Guide* by Jeff Wilson. This new 96-page book features more than 250 color photos and provides a complete introduction to the basic tools, materials, and techniques needed to construct a foundation for any size or scale layout. Kalmbach Publishing Co., 21027 Crossroads Cir., Waukesha, WI 53187; kalmbachbooks.com.

CLUB CARS



The Miniature RR Club of York, Pa., is offering an HO scale Athearn 50-ton offset hopper car to celebrate the club's 60th anniversary. The hopper is decorated for the club's York Connecting RR. Each car is individually numbered and is \$14 plus \$4 shipping for up to two cars. To order, contact Kenneth P. Luckenbaugh, 6025 Wildasin Rd., Spring Grove, PA 17362.



The Rio Grande Valley Model RR Club is offering an Athearn HO scale 40-foot refrigerator car decorated with the New Mexico Dept. of Agriculture's "Taste the Tradition" slogan. Kits sell for \$15 and assembled cars are \$20. Shipping is \$4 for one car and \$5 for two or more. To order, write to Rio Grande Valley Model RR Club, P. O. Box 13713, Albuquerque, NM 87192.



The Soo Line Historical & Technical Society and its Green Bay & Western Preservation Group affiliate have released an Atlas HO scale covered hopper decorated for the Soo and an Accurail HO scale 50-foot boxcar decorated for GB&W. The Soo cars are \$25 each or \$48 for two and the GB&W cars are \$12 each or \$23 for two. Add \$5 shipping per order. Soo and GB&W cars, P. O. Box 2076, Manitowoc, WI 54221.

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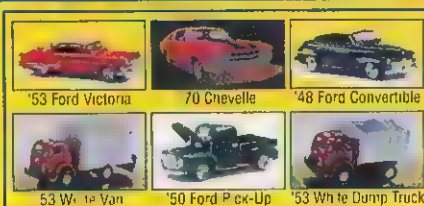
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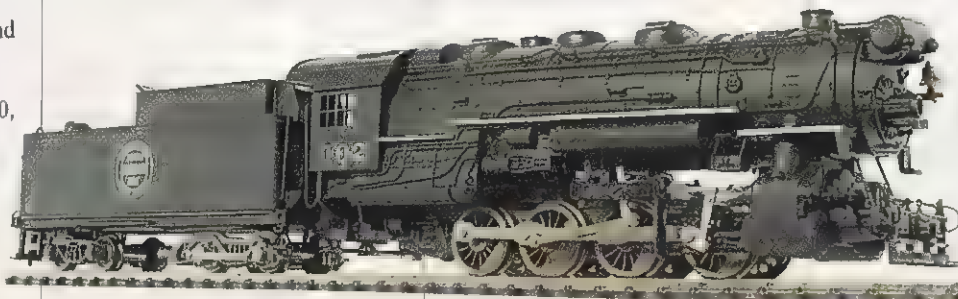


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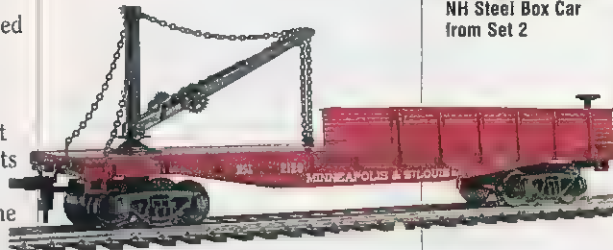
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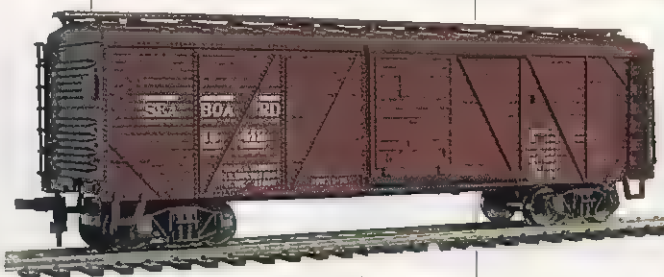
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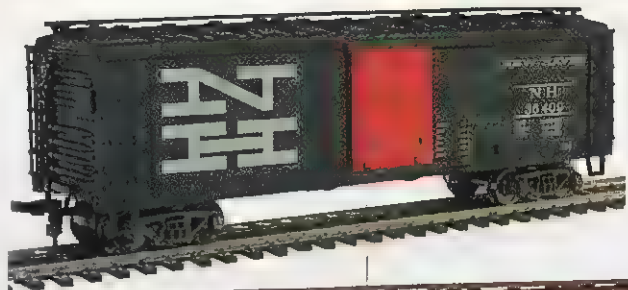
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NH Steel Box Car
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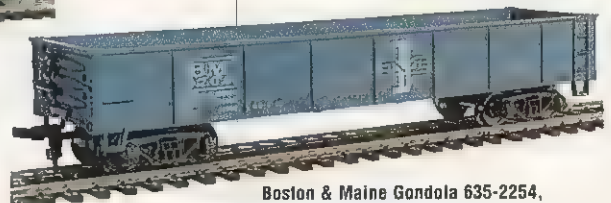
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Boston & Maine Gondola 635-2254,
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36' UP Steel Caboose 635-2229,
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Hobbyshop Window



▲ **H0 EMD GP18 road switcher:** Life-Like has released improved versions of its Proto 2000 GP18. It has a new PC board with a DCC socket, refined detail parts, and the body shell and couplers are now mounted with screws. The Rock Island scheme shown here and six other road names are offered by Life-Like Products, 1600 Union Ave., Baltimore, MD 21211-1998, priced at \$130 each.

► **No. 1 gauge EMD SD45 road locomotive:** Aristo-Craft has introduced more ready-to-run 1:29 scale models of the popular EMD SD45 road locomotive. Weighing in at 15 pounds, this powerful locomotive has two motors per truck, a cab interior, directional lights, metal railings, operating knuckle couplers, a smoke unit, and see-through step treads. It's available decorated for Wisconsin Central; Atchison, Topeka & Santa Fe "Kodachrome"; and Reading. The models are sold by Aristo-Craft Trains, 698 S. 21st St., Irvington, NJ 07111-4109, priced at \$335.





◀ **N scale cabooses:** Atlas now offers ready-to-run models of International standard-cupola cabooses. The highly detailed cars have see-through running boards, window glazing, and a choice of couplers. Made by Atlas Railroad Co., 603 Sweetland Ave., Hillside, NJ 07205-1799, the cars sell for \$22.95 with Micro-Trains knuckle couplers or \$17.95 with Rapido couplers.



▲ **H0 German city houses:** Kibri offers this pair of city homes as an interesting plastic kit that includes parts molded in seven colors of styrene. Assembly is easy and each finished building is a scale 18'-6" wide, 24'-3" long, and 42'-9" tall. Kit no. 8362 also comes with an optional bus stop canopy and signs. Made by Kibri, the kit is sold by Wm. K. Walther's Inc., P. O. Box 3039, Milwaukee, WI 53201-3039, priced at \$59.95.

▼ **H0 modern 50-foot boxcars:** Athearn is offering four more paint schemes in the Genesis line of ready-to-run early 1970s era SEICO 50-foot boxcars (reviewed in the July 2002 MODEL RAILROADER). The plastic cars include E-Z Mate magnetic knuckle couplers. Made by Athearn Inc., 19010 Laurel Park Rd., Compton, CA 90222, the cars sell for \$23.98.





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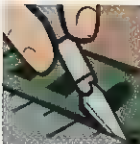
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PETER PEDLOW

Western Pacific headlights for an N scale RDC

My N scale Western Pacific recently acquired a pair of Kato RDCs that I modified with extra headlights and number boards to more closely represent the prototype's *Zephyrette* trains. The WP added these oscillating lights to provide a greater margin of safety as the RDCs traveled through the rugged Feather River Canyon at night.

After studying the construction of the Kato N scale model, I decided space was too tight to make the light oscillate, so I opted for a steady beam.

My headlight housing is a short length of $\frac{1}{8}$ " aluminum tubing. I chucked the tubing in a power drill and used a file to gently enlarge its inside diameter. Using a small jeweler's file, I rounded the corners of a pale yellow light-emitting diode (LED) until it fit tightly into the tubing. Then I marked and trimmed the tube to length so it slips over and covers the LED.

The diagram shows how I mounted an LED with axial leads on the RDC's end door. Its leads enter the body shell through holes drilled at an angle to clear the light baffles inside. I secured the LED with cyanoacrylate adhesive (CA) and then added the housing over it, taking care to avoid shorting the power leads. After the CA set, I painted the housing and LED base silver.

My internal wiring was done as shown in the diagram using fine lacquered wire taken from an old twin-coil switch machine. The resistor protects the LEDs, which are polarity sensitive.

I tested my connections without soldering them to make sure the LED on the front lit up when the car moved forward. If it didn't, I reversed the connections to that LED. The rear LED works the same way.

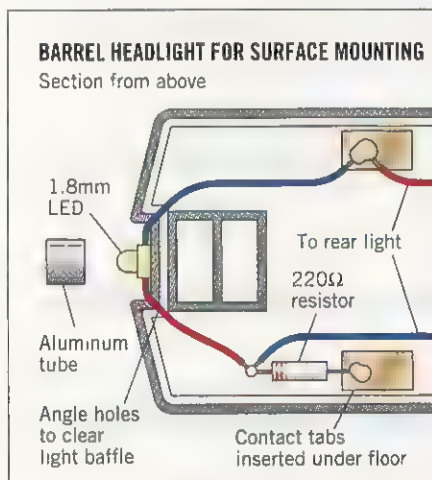


ILLUSTRATION BY RICK JOHNSON

When I had both lights working properly, I soldered the connections, being very careful to keep the heat away from the plastic body parts. Then I slipped the contact tabs into the Kato lighting connections along the edges of the floor and tucked the wires inside as I snapped the body and floor together.

My rooftop number boards were made by painting and decaling Gold Medal Models no. 160-7 diesel sunshades and then mounting them on the roof. — Peter Pedlow, Hitchin, England



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Q. Roof plugs: I've tried to convert several older 50-foot boxcars into more modern looking boxcars without running boards on the roof. How can I fill the holes and match the roof ribs that cross these gaps?

ROBERT G. BURNET
SYMPATICOM, CALIF.

A. Plugging roofwalk holes is relatively easy using bits of styrene rod. Evergreen Scale Models has a nice assortment of styrene rods in a variety of sizes, and one or two packages will go a long way. Find a diameter that's slightly larger than the hole and taper the end with sandpaper until it's a tight fit. Apply liquid plastic cement, press it gently into the hole, and add more cement inside the body. Then twist the rod tightly into the hole until a little plastic flows up around the plug.

Let the plug dry overnight so the plastic is hard before you begin trimming the top of the plug down close to the roof. Use needle files to shape the plug to the same contour as the roof and finish up by gently filing and sanding the plug until it blends into the adjacent roof. This will take a bit more time if a roof rib crosses the location as you will have to match its shape as well.

Painting the plugs with matching paint is difficult at best. However, many prototype cars have unpainted roofs, so this would be a good opportunity to spray the roof with silver or silver-gray paint to simulate a galvanized steel roof. A light spray of grimy black or dark gray enhances the effect, and a little weathering will also help hide the plug or a paint mismatch. Even if you like to keep your cars clean, a paint mismatch is common when prototype cars are repaired or modified.

As the late 1978 compliance date approached, many railroads did quick fixes when they removed boxcar and caboose running boards, so fresh paint was often applied in patches on the roofs of older cars. I've even seen some prototype cars where the work was done in such a hurry that they didn't repaint the areas where the roofwalk was removed, leaving rusty spots that are quite obvious now. — *Cody Grivno, assistant editor*

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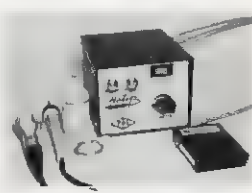
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RIVAROSSI



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WALTHERS PASSENGER CARS



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5412 Union Pacific #4300	199.99
5472 Union Pacific #4023 Back Graphite NEW	239.99
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4-8-8-2 CAB FORWARD

5426 Southern Pacific #4294	239.99
5430 Southern Pacific #4247	209.99

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1598 D&RGW #3800 4-6-6-4 Challenger	199.99
5455 Union Pacific #3985 4-6-6-4 Challenger	199.99
5456 Union Pacific #3976 4-6-6-4 Challenger	199.99
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5454 C&O Allegheny 2-6-6-6	NEW 395.00
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5402 Santa Fe	94.99
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5404 Baltimore & Ohio Blue	94.99
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5447 New York Central #5447 4-6-4 Hudson	144.99
5448 New York Central #5448 4-6-4 Hudson	144.99
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5444 New York Central #5445 4-6-4 Hudson	164.99
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5408 Erie Short Tender	94.99
5409 Erie Short Tender	94.99
5410 Great Northern Short Tender	94.99
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5413 Erie & Western #5414	239.99
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2293 Skelton Log Cars Assorted Roads	NEW 24.99
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933-1055 85 AMT 1 COACH PH4 NED	20.99
933-1056 85 AMFLEET FOOD SER PH2	20.99
933-1057 85 AMFLEET FOOD SER PH3	20.99
933-1058 85 AMFLEET FOOD SER PH4	20.99
933-1059 85 AMT 1 FO SV PH4 NED	20.99
933-1060 60 MAT HAND CAR AMTRAK PH4	15.99
933-1061 60 MAT HAND CAR AMTRAK PH3	15.99
933-1062 60 MAT HAND CAR AMTRAK PH2	15.99
933-1063 60 MAT HAND CAR AMTRAK PH1	15.99
933-1064 TRANSIT CAR DUMMY BART A	15.99
933-1065 60 EXPRESS BOX AMTRAK PH4	14.99
933-1066 60 EXPRESS BOX AMTRAK PH3	14.99
933-1067 60 EXPRESS BOX AMTRAK PH2	14.99
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933-1069 HORIZON FLEET COACH UNDEC	20.99
933-1070 HORIZON FLEET COACH AMT	20.99
933-1071 HORIZON FLEET COACH AMTRAK PH4	20.99
933-1072 HORIZON FLEET COACH AMTRAK PH3	20.99
933-1073 HORIZON FLEET COACH AMTRAK PH2	20.99
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933-1075 HORIZON FLEET COACH UNDEC	20.99
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933-1077 HORIZON FLEET COACH UNDEC	20.99
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933-1103 85 AMFLEET COACH PH4	20.99
933-1104 85 AMT 1 COACH PH4 NED	20.99
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933-1106 85 AMFLEET FOOD SER PH3	20.99
933-1107 85 AMFLEET FOOD SER PH4	20.99
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933-1109 60 MAT HAND CAR AMTRAK PH4	15.99
933-1110 60 MAT HAND CAR AMTRAK PH3	15.99
933-1111 60 MAT HAND CAR AMTRAK PH2	15.99
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933-1114 60 EXPRESS BOX AMTRAK PH4	14.99
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933-1116 60 EXPRESS BOX AMTRAK PH2	14.99
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933-1132 HORIZON FLEET COACH UNDEC	20.99
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933-1134 HORIZON FLEET COACH UNDEC	20.99
933-1135 HORIZON FLEET COACH UNDEC	20.99
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933-1137 HORIZON FLEET COACH UNDEC	20.99
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933-1145 85 AMFLEET FOOD SER PH2	20.99
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933-1147 85 AMFLEET FOOD SER PH4	20.99
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933-1151 60 MAT HAND CAR AMTRAK PH2	15.99
933-1152 60 MAT HAND CAR AMTRAK PH1	15.99
933-1153 TRANSIT CAR DUMMY BART A	15.99
933-1154 60 EXPRESS BOX AMTRAK PH4	14.99
933-1155 60 EXPRESS BOX AMTRAK PH3	14.99
933-1156 60 EXPRESS BOX AMTRAK PH2	14.99
933-1157 60 EXPRESS BOX AMTRAK PH1	14.99
933-1158 HORIZON FLEET COACH UNDEC	20.99
933-1159 HORIZON FLEET COACH AMT	20.99
933-1160 HORIZON FLEET COACH AMTRAK PH4	20.99
933-1161 HORIZON FLEET COACH AMTRAK PH3	20.99
933-1162 HORIZON FLEET COACH AMTRAK PH2	20.99
933-1163 HORIZON FLEET COACH AMTRAK PH1	20.99
933-1164 HORIZON FLEET COACH UNDEC	20.99
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933-1166 HORIZON FLEET COACH UNDEC	20.99
933-1167 HORIZON FLEET COACH UNDEC	20.99
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933-1169 HORIZON FLEET COACH UNDEC	20.99
933-1170 HORIZON FLEET COACH UNDEC	20.99
933-1171 HORIZON FLEET COACH UNDEC	20.99
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933-1175 HORIZON FLEET COACH UNDEC	20.99
933-1176 HORIZON FLEET COACH UNDEC	20.99
933-1177 HORIZON FLEET COACH UNDEC	20.99
933-1178 HORIZON FLEET COACH UNDEC	20.99
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933-1180 HORIZON FLEET COACH UNDEC	20.99

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933-1183 85 AMFLEET COACH PH4	20.99
933-1184 85 AMT 1 COACH PH4 NED	20.99
933-1185 85 AMFLEET FOOD SER PH2	20.99
933-1186 85 AMFLEET FOOD SER PH3	20.99
933-1187 85 AMFLEET FOOD SER PH4	20.99
933-1188 85 AMT 1 FO SV PH4 NED	20.99
933-1189 60 MAT HAND CAR AMTRAK PH4	15.99
933-1190 60 MAT HAND CAR AMTRAK PH3	15.99
933-1191 60 MAT HAND CAR AMTRAK PH2	15.99
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933-1193 TRANSIT CAR DUMMY BART A	15.99
933-1194 60 EXPRESS BOX AMTRAK PH4	14.99
933-1195 60 EXPRESS BOX AMTRAK PH3	14.99
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933-1197 60 EXPRESS BOX AMTRAK PH1	14.99
933-1198 HORIZON FLEET COACH UNDEC	20.99
933-1199 HORIZON FLEET COACH AMT	20.99
933-1200 HORIZON FLEET COACH AMTRAK PH4	20.99
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933-1202 HORIZON FLEET COACH AMTRAK PH2	20.99
933-1203 HORIZON FLEET COACH AMTRAK PH1	20.99
933-1204 HORIZON FLEET COACH UNDEC	20.99
933-1205 HORIZON FLEET COACH UNDEC	20.99
933-1206 HORIZON FLEET COACH UNDEC	20.99
933-1207 HORIZON FLEET COACH UNDEC	20.99
933-1208 HORIZON FLEET COACH UNDEC	20.99
933-1209 HORIZON FLEET COACH UNDEC	20.99
933-1210 HORIZON FLEET COACH UNDEC	20.99
933-1211 HORIZON FLEET COACH UNDEC	20.99
933-1212 HORIZON FLEET COACH UNDEC	20.99
933-1213 HORIZON FLEET COACH UNDEC	20.99
933-1214 HORIZON FLEET COACH UNDEC	20.99
933-1215 HORIZON FLEET COACH UNDEC	20.99
933-1216 HORIZON FLEET COACH UNDEC	20.99
933-1217 HORIZON FLEET COACH UNDEC	20.99
933-1218 HORIZON FLEET COACH UNDEC	20.99
933-1219 HORIZON FLEET COACH UNDEC	20.99
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933-6271	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6272	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6273	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6274	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6275	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6276	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6278	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6279	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6280	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6281	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6282	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6298	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6299	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6300	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6301	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6302	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6303	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6310	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6311	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6312	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6313	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6314	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6315	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6316	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6318	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6319	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6320	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6321	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6325	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6326	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6328	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6329	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6330	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6331	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6332	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6333	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6340	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6341	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6350	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6351	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6358	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6359	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6360	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6361	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6362	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6363	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6364	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6365	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6366	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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933-6371	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
933-6372	52' SPERRY RAIL SERVICE-OLD POWDR	47.99
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24003 SANTA FE HI-BALLER	39.99
24004 PRAIRIE FLYER	54.99
24005 IRON DUKE	54.99
24006 FRONT ERMAN	59.99
24007 CENTRAL AL	59.99
24008 EXPLORER	59.99
24009 EMPIRE BUILDER	79.99
24100 MCKINLEY EXPLORER	59.99
24111 Y J LITE SPECIAL	59.99
24101 SPECTRUM TRAINMASTER UNION PACIFIC	89.99
24104 SPECTRUM TRAINMASTER CONRA L QUALITY	89.99
24105 SPECTRUM TRAINMASTER BNSF	89.99
24201 SPECTRUM AMTRAK ACELA EXPRESS SET	169.99

N SCALE #81152 SPECTRUM 2-8-0 ASST RDS CONSOLIDATION	
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7223 FREIGHT KING LP GP-20 + 5 CARS	74.95
7224 FREIGHT KING NYC GP-20 + 5 CARS	74.95
7267 D ESEL TRANSPORT CBO SD-7 + 5 CARS	64.95
7268 D ESEL TRANSPORT LP SD-7 + 5 CARS	64.95
7269 D ESEL TRANSPORT C-65S SD-7 + 5 CARS	64.95
7574 YARDMASTER FFG SW9 + 4 CARS	59.95
7575 YARDMASTER GIN SW9 + 4 CARS	59.95
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N 10180 Athearn Bombardier Pass or Coach	NEW EA TBA
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N 42000 Atlas RS-3 ASST RDS	EA 54.95
N 42301 Atlas RS-4 ASST RDS	EA 54.95
N 46500 Atlas GP-35 Classic ASST RDS	EA 54.95
N 46014 Atlas RS-1 ASST RDS	NEW EA 59.99
N 47502 Atlas GP-30 Classic ASST RDS	EA 54.95
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N 49300 Atlas SD-50 DCC Ready, ASST Rds	EA 59.95
N 49400 Atlas SD-35's ASST Rds	EA 59.95
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N 49800 Atlas GP-38's Classic ASST Rds	EA 59.99
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N 52000 Atlas H15/16-44	NEW EA 64.99

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N 130 Bachmann Indiv dual Passenger Cars	EA 5.99
N 526 Bachmann Dockside D-4 SF	22.99
N 545 Bachmann M-400 2-8-2 UP or B/O EA	44.99
N 547 Bachmann 0-4-0 w/Tender SF or PA EA	25.99
N 580 Bachmann Northern 4-8-4 SF RDC or Blr	EA 54.95
N 610 Bachmann Brill Trolleys - ASST. Roads	EA 17.99
N 11751 Bachmann 4-4-0 American ASST. Rds	EA 39.99
N 11752 Bachmann 4-4-0 American C&O	SALE 19.99
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N 24201 Bachmann Amtrak Acele Express Set	NEW 169.99
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N 62551 Bachmann Plasser UP Powered	SALE 9.99
N 82995 Bachmann Shortline Trolleys ASST Rds	EA 19.99
N 65689 Bachmann N&W Class J	EA 54.99
N 81152 Bach/Spect Consolidator 2-8-0 NEW	EA 69.99
N 81252 Bachmann FTA & FTB Pwrd ASST	EA 49.99
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N 4701 Kato SD40-2 ASSORTED ROADS	NEW 69.99
N 4901 Kato SD40-2 Snoot Nose	NEW EA 69.99
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N 106300 Kato RDC 2-Pk Set ASST Rds	EA 109.99
N 106300 Kato Amtrak Superliner 4-Car Pass Set	EA 59.99
N 1260200 Kato 2-8-2 Mikado	NEW 99.99
N 176100 Kato 4 Car Corrugated Passenger Sets	EA 69.99
N 176500 Kato SD-80/SD-90 NEW RDS	EA 69.99
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N 176001 Kato P42 Genes 5 Amtrak Diesel	EA 69.99
N 7001 Life Like E-7 A Powered ASST RDS	EA 24.99
N 7001 Life Like E-7 B Dummy ASST RDS	EA 12.99
N 7067 Life Like Alco PA Powered ASST RDS	EA 34.99
N 7068 Life Like Alco PB Dummy ASST RDS	EA 12.99
N 7087 Life Like GP-20 NYC SF UP	EA 29.99
N 7155 Life Like E-8-9 Assorted Rds	SALE EA 19.99
N 7222 Life Like C-L ner A&B Pwrd ASST Rds	EA 69.99
N 7344 Life Like E6 AB ASST RDS	EA 34.99
N 7415 Life Like FA1/FB1, ASST RDS	EA 74.95
N 7484 Life Like FM Ene Bu lit A/B Powered	NEW EA 89.95
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N 7440 Model Power FP-7 Diesel Die-Cast	NEW 39.95
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N 177 Dual Crossing Gate, N Gauge	3.99

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N 526 Bachmann Dockside D-4 SF	22.99
N 545 Bachmann M-400 2-8-2 UP or B/O EA	44.99
N 547 Bachmann 0-4-0 w/Tender SF or PA EA	25.99
N 580 Bachmann Northern 4-8-4 SF RDC or Blr	EA 54.95
N 610 Bachmann Brill Trolleys - ASST. Roads	EA 17.99
N 11751 Bachmann 4-4-0 American ASST. Rds	EA 39.99
N 11752 Bachmann 4-4-0 American C&O	SALE 19.99
N 24010M Bach/McKinley Explorer Pass Set SUPER SALE	39.99
N 24201 Bachmann Amtrak Acele Express Set	NEW 169.99
N 58161 Bachmann Northern w/ Vandy Tender	NEW 54.99
N 62551 Bachmann Plasser UP Powered	SALE 9.99
N 82995 Bachmann Shortline Trolleys ASST Rds	EA 19.99
N 65689 Bachmann N&W Class J	EA 54.99
N 81152 Bach/Spect Consolidator 2-8-0 NEW	EA 69.99
N 81252 Bachmann FTA & FTB Pwrd ASST	EA 49.99
N 85051 Bach/Spect 8-40C ASSTO RDS	EA 24.99

N 100 Kato PA's	STARTING AT 59.99
N 4300 Kato RSC-2 ASSTO ROADS	SALE EA 49.99
N 4400 Kato RS-2 ASSTO ROADS	SALE EA 49.99
N 4701 Kato SD40-2 ASSORTED ROADS	NEW 69.99
N 4901 Kato SD40-2 Snoot Nose	NEW EA 69.99
N 106100 Kato 4 Car Smooth Side Pass Set	EA 69.99
N 106300 Kato RDC 2-Pk Set ASST Rds	EA 109.99
N 106300 Kato Amtrak Superliner 4-Car Pass Set	EA 59.99
N 1260200 Kato 2-8-2 Mikado	NEW 99.99
N 176100 Kato 4 Car Corrugated Passenger Sets	EA 69.99
N 176500 Kato SD-80/SD-90 NEW RDS	EA 69.99
N 176000 Kato E-8 (A, AA, AB)	CAL
N 176001 Kato P42 Genes 5 Amtrak Diesel	EA 69.99
N 7001 Life Like E-7 A Powered ASST RDS	EA 24.99
N 7001 Life Like E-7 B Dummy ASST RDS	EA 12.99
N 7067 Life Like Alco PA Powered ASST RDS	EA 34.99
N 7068 Life Like Alco PB Dummy ASST RDS	EA 12.99
N 7087 Life Like GP-20 NYC SF UP	EA 29.99
N 7155 Life Like E-8-9 Assorted Rds	SALE EA 19.99
N 7222 Life Like C-L ner A&B Pwrd ASST Rds	EA 69.99
N 7344 Life Like E6 AB ASST RDS	EA 34.99
N 7415 Life Like FA1/FB1, ASST RDS	EA 74.95
N 7484 Life Like FM Ene Bu lit A/B Powered	NEW EA 89.95
N 7485 Life Like FM Ene Bu lit A/B Powered	NEW EA 44.99
N 7525 Life Like SRA 2-8-2 SF or NW	NEW SALE EA 39.99
N 7618 Life Like F40PH AMTRAK	EA 19.99
N 7841 Life Like FA2 & FB2 ASST Rds	EA 74.95
N 7710 Life Like Caboose ASST Rds	EA 4.99
N 7739 Life Like SD-7	STARTING AT 19.99
N 7841 Life Like GP-38	STARTING AT 19.99
N 7851 Life Like SW-9/1200 ASST Rds	EA 29.99
N 7400 Model Power 4-6-2 Die-Cast Pacific	NEW 89.95
N 7440 Model Power FP-7 Diesel Die-Cast	NEW 39.95
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N 5134 Rivarossi GG1's	STARTING AT 59.99
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0502 SET #2 HW COMB, PL, LMAN, OBS, ASSTO	SALE 14.99
0503 SET #3 HW 2-COACHES, PL, LMAN, OBS, ASSTO	SALE 14.99
0501 SET #1 SS RPO, SLEEPER OBS (AM RR)	SALE 14.99
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8450 RS-3's Assorted New Roads	EA 59.99
8570 AEM? Elec MARC or SEPTA B.OWOUT	EA 49.99
8647 U23B, Assorted Roads	EA 59.99
8700 S 2 Diesel Switcher ASST RDS	EA 54.99
8750 S-4 Diesel Switcher ASST RDS	EA 54.99
8781 RS-11 New Roads	NEW EA 59.99
8851 RS-1 New Roads	NEW EA 59.99
8900 GP-40's ASST Rds	EA 79.99
9050 Dash 8-40 BHW/8-32 BHW ASST RDS	EA 85.99
9060 GP-38's ASST Rds, DCC Equipped	EA 85.99
9100 Dash 8-40B ASST Rds DCC Equip	NEW EA 85.99
9100 GP-38's Assorted Roads	EA 65.99
9200 SD-35 or SDP-35 Assorted Roads	NEW EA 59.99
9300 C-424/C-425 DCC Ready, ASST Rds	NEW EA 59.99
9500 H-15/16-44 DCC Equipped ASST Rds	NEW EA 65.99
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1500 Pressureair Center Flow Hopper	EA 16.95
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1620 20' 500 Gal. Tank Car ASST Rds	EA 14.95
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1931 ACF 3-BAY Cylindrica Hopper NEW RDS	EA 11.95
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HO Scale Atlas #8960 GP-38	
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NEW HO Scale Atlas #9000 DASH 8-40B	
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NEW! HO Scale Atlas #8781 RS-11	
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3 3000 KATO GP 35s ASSTO RDS	SALE 69.95
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3 6321 KATO SD 40 ASSTO RDS	SALE 69.99
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	READY-TO-RUN TBA

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	MANTUA CLASSICS COMING SOON!

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AD100 COMMAND 2000 WUP F1 DIESEL	SALE 99.99
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AD300 WALKAROUND 200	22.99
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AD331 HO DECODER	NEW 21.99
AD335 DECODERS 15 STEP 3 PK. NO PLUG	34.99
AD340 DECODERS 28 STEP 3 PK. W/PLUG	44.99
AD345 HO DECODER 3/PK	NEW 44.99
AD350 HO DECODER PLUS 4 FUNCTIONS	NEW 21.99
AD360 TRACK SIDE DECODER	NEW 11.99
AD150 PROG GY DCC SYSTEM	NEW 119.99
AD490 PRODIGY WALKAROUND	NEW 29.99
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AD520 AUTO REVERSE LOOP MODULE	23.99
AD750 DCC SYNCHRO SOUND SYSTEM	NEW 34.95
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AG350 POWER COMMAND 9500 w/Meters	65.99
CG999 5 POLE SKEWED WOUND MOTOR	10.99
160 N Scale D gital Command w/Decoder	SALE 75.00

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AD315	HO DECODER	NEW 15 99
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AD350	HO DECODER PLUG & FUNCTION	NEW 21 99

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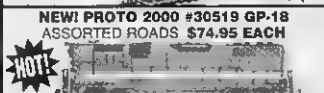
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PROTO 2000 23179 E6 -B CO-180 \$59.99 Ea.



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E6A \$39.99 Ea. E6 B \$19.99 Ea.

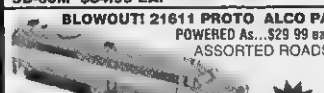
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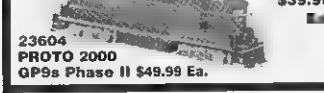
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POWERED As... \$29.99 Ea.
ASSORTED ROADS



21611 ALCO
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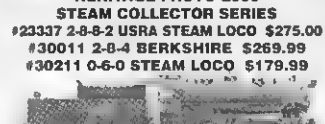


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Both Units Powered
(B Unit not shown)
ASSORTED
ROADS



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#30011 2-8-4 BERKSHIRE \$269.99
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#23302 0-8-0 STEAM LOCO \$159.99
#23302 0-8-0 SELECT ROADS \$129.99



NEW PROTO 2000
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PRE-RELEASE PRICING
ASSORTED ROADS \$104.99 PAIR



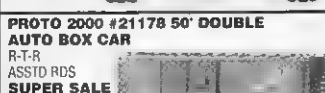
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BOX CAR
KITS
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21850 COVERED HOPPER	16.99	8.50
23131 10,000 GALLON TANKCAR	17.95	8.99
23628 52 MILL GONDOLA	17.99	8.99
23799 WARTIME EMERGENCY HOPPER	17.99	8.99
30100 COVERED HOPPER	19.95	9.99
30301 50 END DOOR BOXCAR	19.95	9.99
30345 50 NO END DOOR BOXCAR	19.95	9.99
30601 50 TON FLATCAR	19.95	8.99
30661 8,000 GALLON TANK CAR	19.95	9.99

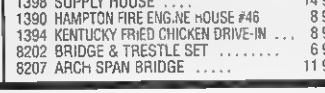
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8502 CUPOLA CABOOSE	Ea. 17.99
21178 50' DOUBLE AUTO BOXCAR	Ea. 8.99
21241 52' DROP END GONDOLA	Ea. 8.99
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23378 COVERED HOPPER	Ea. 14.50
23818 WARTIME EMERGENCY HOPPER	Ea. 14.99
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30355 50 DOUBLE DOOR BOXCAR	Ea. 16.95
30620 50 TON FLAT CAR	Ea. 16.99
30638 8,000 GAL. TANK CAR	NEW Ea. 21.99

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END GONDOLA R-T-R ASSTD RDS
SUPER SALE
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PROTO 2000 #21178 50' DOUBLE
AUTO BOX CAR
R-T-R
ASSTD RDS
SUPER SALE
\$8.99 Ea.



PROTO 2000 #8502
CUPOLA CABOOSE
R-T-R
ASSTD ROADS
\$17.99 Ea.

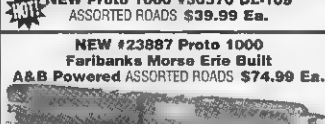
PROTO 2000 #30365 50' DOUBLE DOOR BOXCAR
R-T-R
ASSTD
ROADS
\$16.95
Ea.

PROTO 2000 #21837
8,000 GALLON
TANK CAR R-T-R
Kanebox
MILL
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1331 NATIONAL OIL CO.	8.95
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1347 TRAIN STATION	4.95
1348 TRACKSIDE SHANTIES	4.95
1350 TOWN CHURCH	4.95
1351 GENERAL STORE	4.95
1353 FREIGHT STATION	11.95
1372 MOORE & CO WAREHOUSE	19.99
1373 DOWNTOWN BUSINESS CENTER	8.95
1377 COALING TOWER	14.95
1378 STOCK PEN	7.95
1382 WOODLAWN POLICE STATION	8.95
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1394 KENTUCKY FRIED CHICKEN DRIVE-IN	8.95
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#30385 PROTO 1000 BUDD RDC-3
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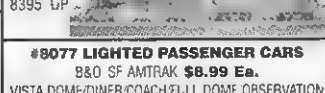
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#30690 F3 A+B NEW ROADS \$54.95
Both Units
Powered



#23984 PROTO 1000 C-LINER A-UNIT
\$39.99 Ea.



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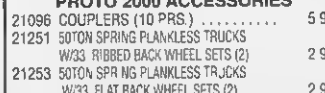


GP-38 ONLY \$11.99 Ea.



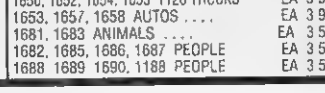
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8068 BURLINGTON 8075 UNION PACIFIC
8073 N & W 8288 CHESSIE

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F40PH
ONLY
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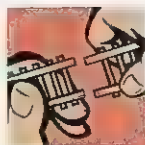
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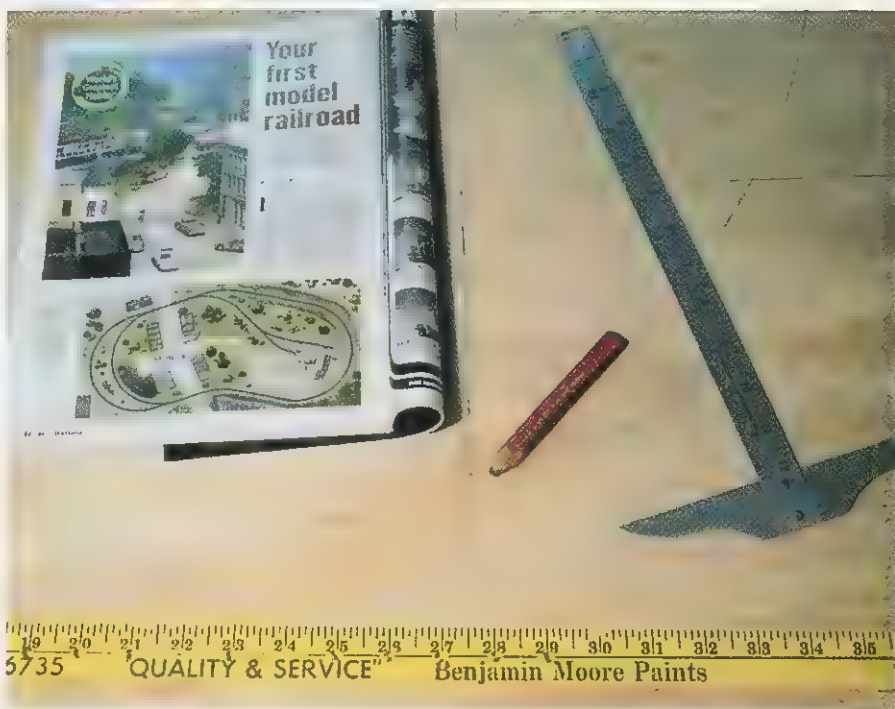
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Back to Basics

By Jeff Wilson



PHOTOS BY JEFF WILSON

From track plan to benchwork

You've managed to find the perfect track plan in a book or magazine, or you've spent hours at the drawing table or computer carefully drafting a track plan. The next step is transferring the track plan to your layout table or benchwork.

If you've never done this before, the first thing you'll probably learn is that—regardless of how carefully you've measured—track will almost always take up more room on the layout than it did on paper. It is important to take your time and be precise, as any miscalculation will hinder tracklaying.

Tools and tricks

One of the first steps in track planning is drawing a grid on the plywood (or whatever surface your layout top happens to be). As fig. 1 shows, a drywall T-square with a four-foot arm is invaluable for this. A 12" grid is usually sufficient, but for complex plans you might want to add grid lines at the 6" marks as well. It's also important to draw grid

lines on the track plan to match those on your layout surface.

Once the basic grid is drawn on the layout and track plan, the next step is to mark out the radii of curves. Figure 2 shows how to find and mark the center of the radii on the track plan. Transfer

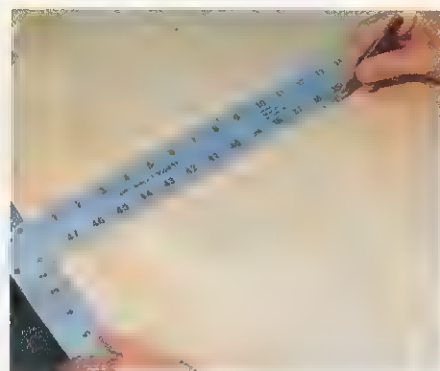


Fig. 1 GRID ON TABLE. A drywall T-square with a four-foot arm works well for laying out a grid on the table. A 12" grid is sufficient for most track plans.

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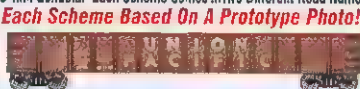
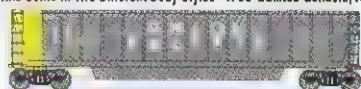
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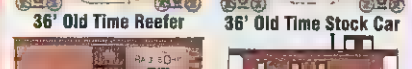
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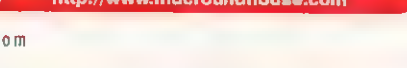
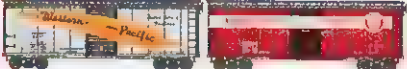
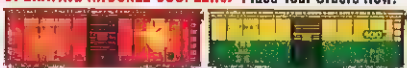


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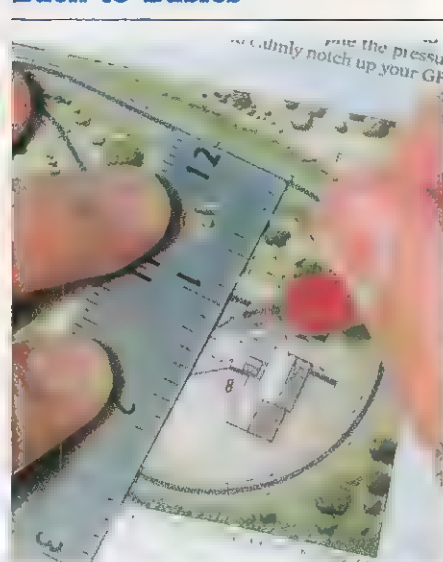


Fig. 2 CURVE CENTERS. Measure to find the center point of each curve, then mark it on the track plan.

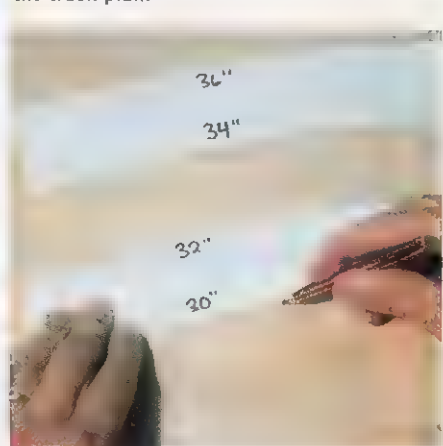


Fig. 3 CURVE TEMPLATES. These templates are especially handy for drawing broad curves. They can be made from styrene, hardboard, or thin plywood.

the center point to the layout table, then use a compass to transfer the curve to the table.

You can make a large compass by using an old wood yardstick. Holes in the yardstick at 1" intervals make handy guides for a pencil.

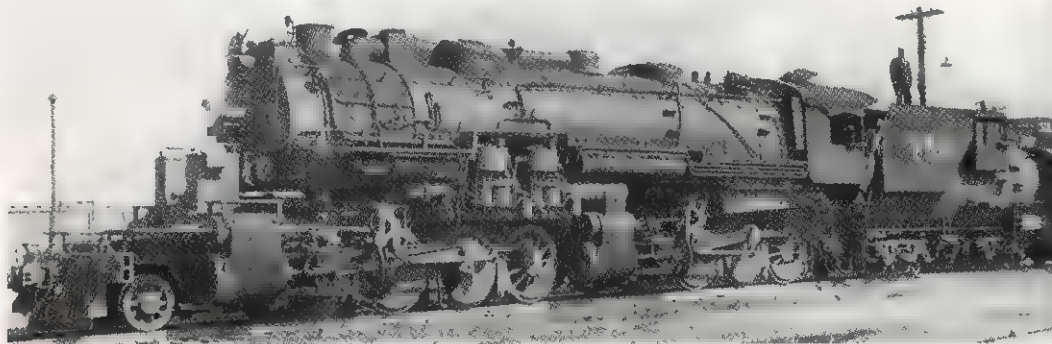
However, some curves are too broad to easily use a yardstick, or the center of the curve may be well off the layout table. In this case curve templates work well (see fig. 3).

My curve templates are about 40" long and made from large pieces of .060" styrene that I had on hand. You can also make them from hardboard (such as Masonite) or thin plywood. Cardboard will work, but it is not as durable as hardboard. I made my

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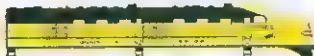
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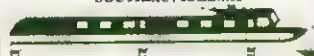
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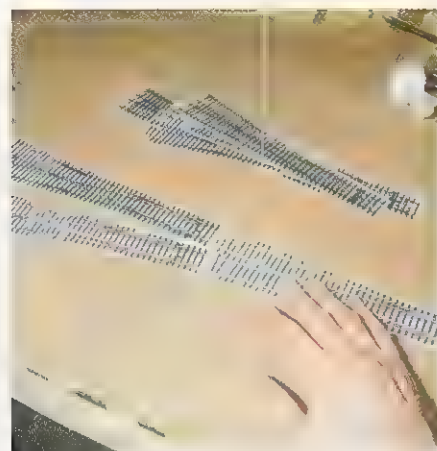


Fig. 4 LAYING TURNOUTS. While turnouts can be trimmed for size, they must be kept in proper alignment. As you use the turnout templates, tape them in place to prevent the track from becoming misaligned.

templates in 2" intervals from 18" to 44", and as the photo shows, there is different radius on each side of the template.

Planning turnouts

Probably the most difficult part of track planning is leaving enough room for turnouts. They always seem to take up more space than originally figured, and every manufacturer's turnouts vary slightly in size and shape. Because of this, complex trackwork in published plans often doesn't fit the same way on a layout.

To remove the guesswork, make several paper turnout templates by placing turnouts on a photocopier, then running off as many copies as you need. Be sure to label them with the brand name and size.

As you use templates, tape them in place, as shown in fig. 4. Alignment is the important thing – remember that you can trim turnouts to fit tighter areas as long as you maintain proper alignment and track center spacing.

From paper to benchwork

Large rolls of newsprint or brown craft (or wrapping) paper work well for laying out full-size plans. You can do this even before starting benchwork by laying the paper on the floor where the layout will go.

Getting your track plan to the benchwork is a fun step in visualizing what your finished layout will look like. Work carefully and take your time, as the process is vital in getting track to fit properly, which will enhance operations and enjoyment. □

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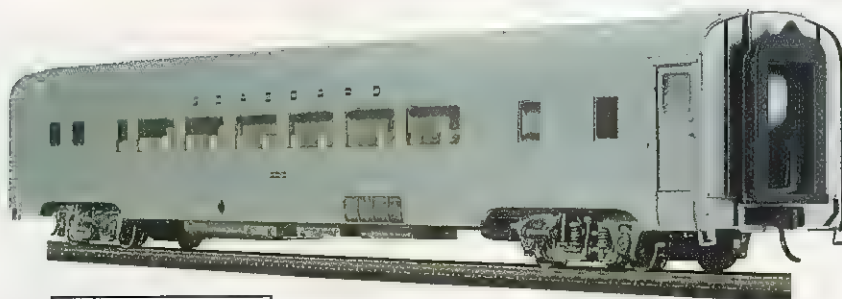
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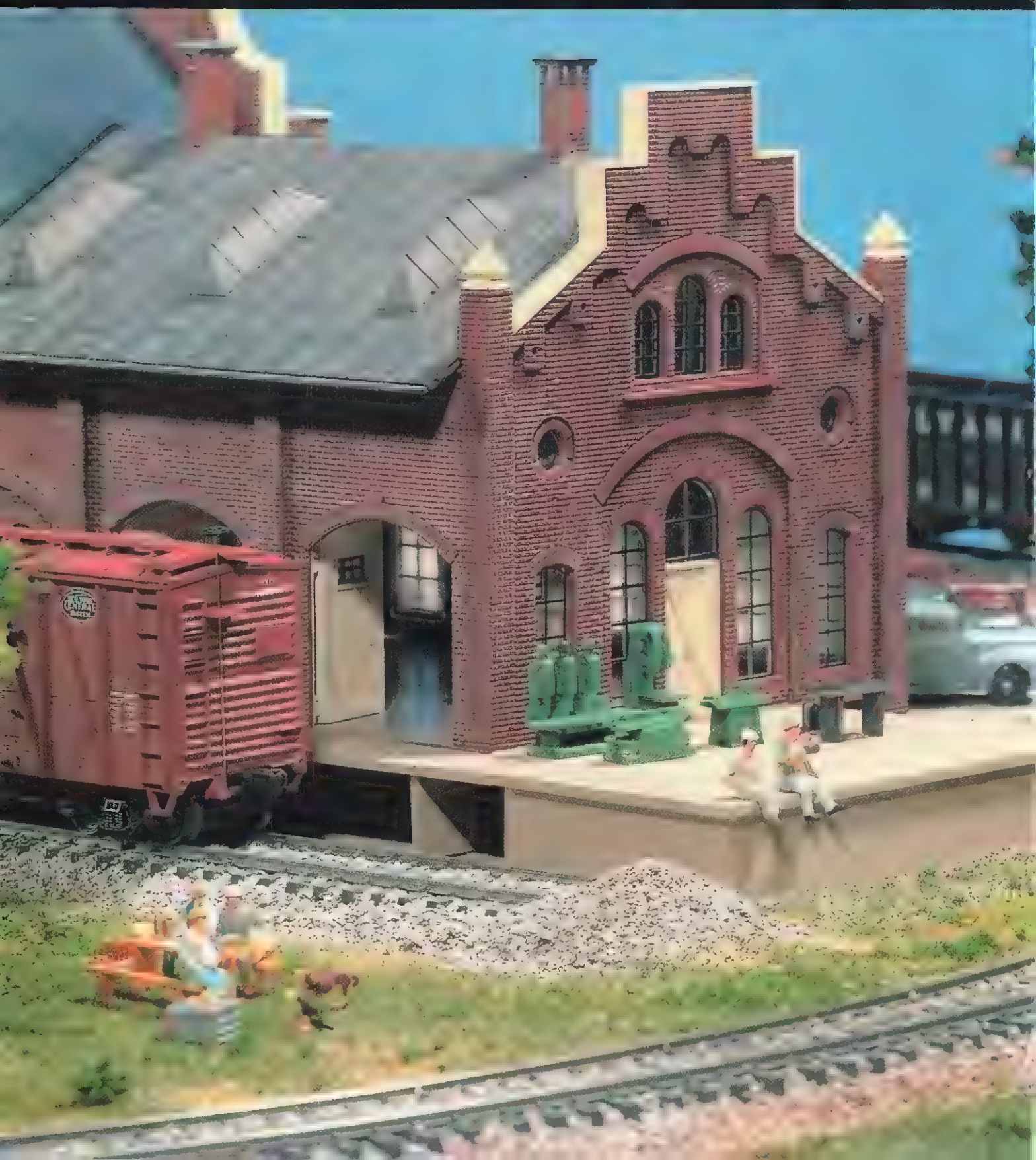
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Building the Turtle Creek



Central

Part 1:

Constructing the table for our 4 x 8 layout

By Jim Kelly

Photos by the author

When I set out to design MR's newest project layout, I thought I'd try to create something completely new. But, as the wastebasket filled with attempts at a revolutionary 4 x 8-foot HO layout, I began to realize that probably everything that could be done in that space had already been thought of more than 40 years ago by legendary MODEL RAILROADER editor and track planner Linn Westcott. And so I turned to his *101 Track Plans*, a Kalmbach book first published in 1956 and still in print. After flipping through the pages a couple of times, plan no. 18, the Turtle River Industrial District, beckoned invitingly.



A river runs through it

I was looking for a plan with enough operating potential to satisfy a veteran, but with scenery features beginners (and most of the rest of us) want. With a big river, tree-covered hills, and a handful of industries, the Turtle River scored on both counts. Linn summed up the railroad nicely in just two sentences: "Scenery and structures will look good on a plan like this. This type of plan is excellent for the man who wants a good effect without complication." Man, I'm thinking, he's singing my song!

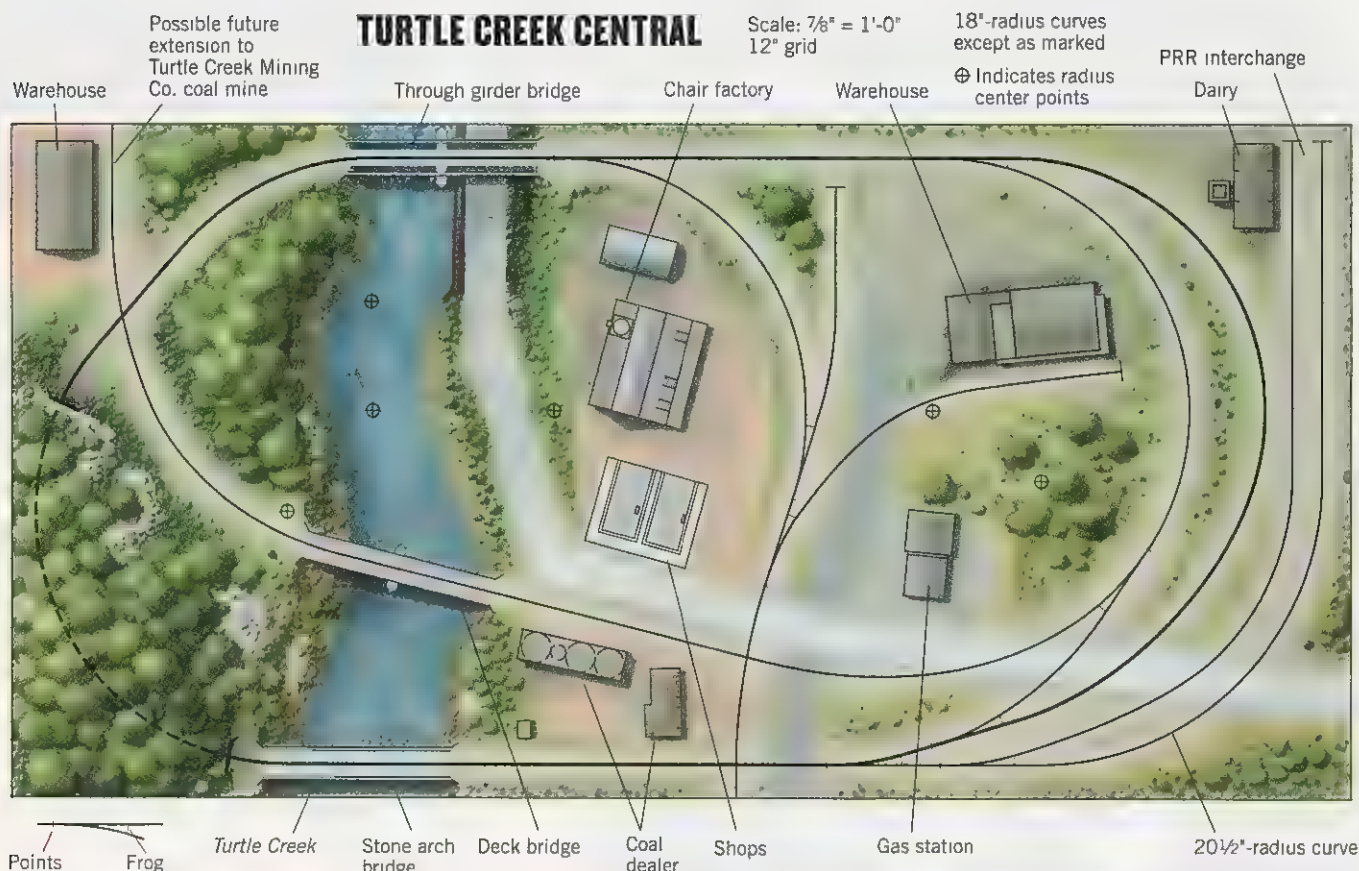
The basic design is a loop, which I firmly believe is a good thing; it makes a great proving ground for learning all those little track- and equipment-tuning tricks that lead to derailment-free running. And the design disguises the loop through the use of non-semi-circular ends, a tunnel, and an attention-getting spur track that cuts across the middle.

Modifying the track plan

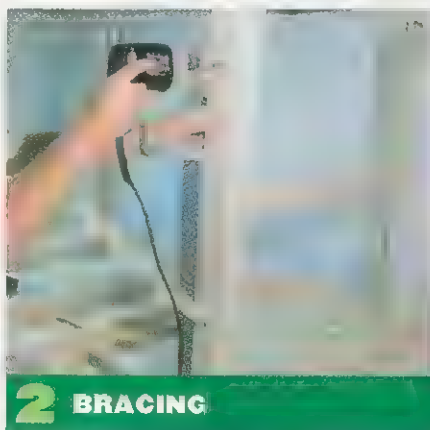
Linn's original 4 x 6½-foot plan introduced some tough bridge-building and track-laying challenges. The three required bridges are all on curves, which goes against the straight nature of real railroad bridge spans. Also, the

Turtle Creek Central Baldwin switcher no. 4 pulls a string of empty hoppers past the warehouse as workers break for lunch. Follow along as author and former MR managing editor Jim Kelly embarks on a four-part series showing how to build this 4 x 8 HO railroad. Photo by William Zuback.

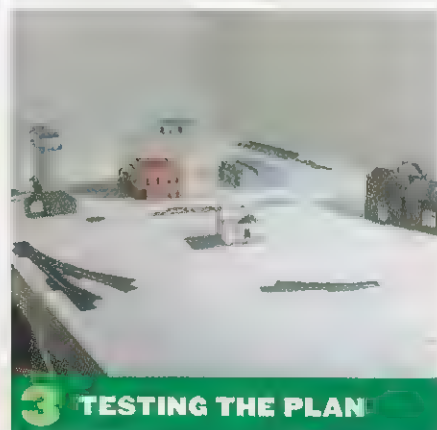




Eight-inch lengths of 2 x 2 were glued and nailed at the bottom of each leg, then Jim installed T nuts and carriage bolts. These bolts make it easy to level the layout unless your floor is wildly uneven.



The diagonal braces were loosely bolted on top, then clamped to the lower part of the legs. Once Jim was certain the legs were plumb he drilled the remaining mounting holes and bolted the braces in place. Like the legs, the braces are interchangeable.



Because Jim was expanding and modifying Linn Westcott's plan for a 4 x 6½-foot layout, he worked out the design on paper before committing it to foam. It's far easier to make adjustments before any track has actually been laid.

tight space didn't allow for a passing track for runaround switching moves.

By making the layout 18" longer, I was able to move the river a full two feet toward the layout's center, so I could use straight bridges (although you'll notice I did cheat by starting my curves on the bridges several inches from the ends). Increasing the size also gave me space to add the much-needed runaround track.

With the river farther inboard, making Linn's hill large enough to justify the need for a tunnel followed naturally. And I also added a hill toward the middle of the layout to act as a view block—the tunnel looks less toy-like when you can't see both ends at the same time.

Building the table

Enough already — let's build something. I used the all-plywood table that

Jim Hediger designed for previous project railroads. The frame and legs are assembled from 3"-wide strips of ½" birch plywood, and the beauty of that is you can have the lumberyard rip a sheet of plywood into the strips for you. The resulting table is strong, lightweight, and inexpensive.

The bill of materials shows what you'll need. Because they are also lumberyard items, I've included the foam



MATERIALS FOR TABLE

- | | |
|--|-----------------------------------|
| 1 4 x 8-foot sheet of $\frac{1}{4}$ " birch plywood, ripped into 3" strips | 4 lock nuts, $\frac{1}{4}$ " |
| 1 4 x 8-foot sheet $\frac{1}{4}$ " plywood | 12 wing nuts, $\frac{1}{4}$ " |
| 4 8' lengths of 2 x 2 | Carpenter's glue |
| 4 8-foot lengths of $\frac{1}{4}$ " x 1 $\frac{1}{4}$ " wood molding | 2 4 x 8-foot sheets |
| 4 T nuts, $\frac{1}{4}$ " | 2" extruded foam insulation board |
| 16 carriage bolts, $\frac{1}{4}$ " x 2" | 1 4 x 8-foot sheet |
| 16 washers, $\frac{1}{4}$ " | 1" extruded foam insulation board |
| | 1 box, panel nails |

TRACKLAYING SUPPLIES

- Atlas code 83**
 170 rail joiners, 2
 500 flextrack, 15
 542 Snap Switches, left-hand, 4
 543 Snap Switches, right-hand, 4
 575 45-degree crossing
 577 90-degree crossings, 2

- Caboose Industries**
 218 sprung ground throws, 3
 5218 sprung ground throws, 5-pack

ROUTE OF THE DASHING TURTLE

sheets we will use to build the scenery. The second sheet of 2" foam is for building the hills and you won't need nearly all of it, so if you can buy a damaged sheet or a half-sheet, that will work fine.

The table construction diagram shows the basic dimensions. Start by building the L legs (so called because they are L shaped in cross-section). Cut eight 40" lengths of 3" plywood strip. I made these into four Ls using yellow carpenter's glue and 1 $\frac{1}{2}$ " panel nails. I then added an 8" length of 2 x 2 to the bottom of each leg to accommodate a T nut and a leveling bolt (see fig. 1).

I joined each pair of L legs into an H-shaped leg assembly using glue as well as carriage bolts and lock nuts. When both leg assemblies are complete, clamp them back to back before drilling the mounting holes. This way your leg sets will be interchangeable.

The tabletop

Build the frame for the top as shown in the drawing. Again I used yellow glue and panel nails to assemble the pieces.

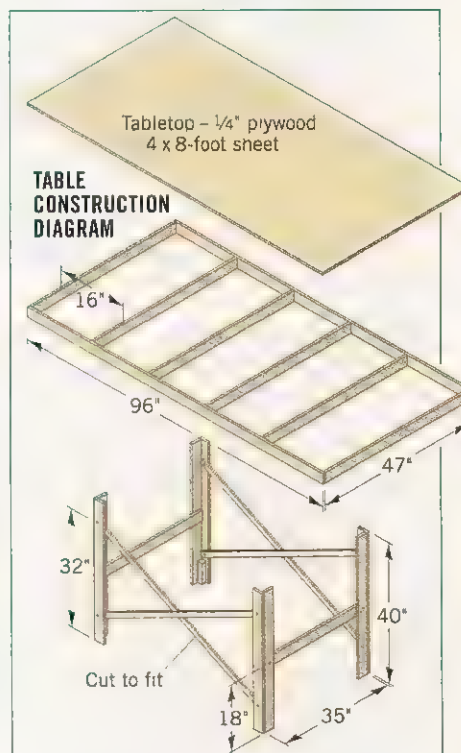
Next, glue and nail the 4 x 8-foot sheet of $\frac{1}{4}$ " plywood to the frame, being sure to nail above the cross members as well as the sides and ends. I placed nails about every 8".

To add the legs, I laid the tabletop upside down on a pair of sawhorses, clamped the legs in place, and then drilled through the existing holes and bolted them securely.

The table was a pretty wobbly affair until I added the diagonal braces, as shown in fig. 2. I cut these to fit from 96"-long strips of $\frac{1}{4}$ " x 1 $\frac{1}{4}$ " wood molding. I then stacked the four braces evenly, clamped them together, and drilled a hole through all four, 1" from each end, making them identical.

After measuring 32" from the bottom of each leg, I drilled a $\frac{1}{4}$ " hole, then passed a $\frac{1}{4}$ " bolt through the hole to hold the brace. Next, I clamped the free end of the brace to the other leg, made sure the assembly was square, then drilled and bolted it.

In the same fashion as the legs and braces, I used the same size bolts





WILLIAM ZUBACK

Until 1929 the right-of-way now owned by the Turtle Creek Central was a bucolic but unprofitable branch of the Pennsylvania RR. When Turtle Creek shippers, most importantly the Turtle Creek Mining Co., learned that Pennsy was going to pull the plug they literally found themselves "up the creek."

After appeals to the ICC failed, these shippers quickly chartered their own railroad company and bought the branch at a bargain price, though they didn't think so at the time. The deal was perfect for the Pennsy, which would be the Turtle Creek's only connection with the outside world and stood to finally generate

some revenue off what for them had been a troublesome line.

Now it's the summer of 1952 and few remember when the Pennsy roamed the Turtle Creek Valley. The station and signal tower that once stood on the site of the Golden Flame Coal Co. have been gone since 1934. Well managed, the shortline railroad is prospering and enjoying the benefits of fine track and Pennsy-built bridges that should last another 100 years. Like is in the White House, folks have been able to buy new cars and even the tires to put on them for several years now, and gas is cheap. Times have never been better in Turtle Creek. — J. K.

throughout the project so that they are interchangeable, making the layout easy to take apart, move, and reassemble.

Testing the track plan

To make sure it would fit, I laid the plan out full-size on paper first. Skepticism when it comes to published track plans can spare you disappointment later, as most of us share a tendency to try to squeeze in a turnout or two where they really won't fit.

At the art supply store I bought a roll of banner paper for about \$2.50. This measures 30" by 18 feet, so two strips will cover the foam sheet nicely.

As shown in fig. 3, I positioned all the major structures to test-fit them with the plan, including the bridges. For structures I hadn't started yet, I assem-

bled their shells temporarily with masking tape and set them in place.

I also laid all the turnouts and crossings in place to make sure they would fit. Despite increasing the size of the original plan, I still needed to make modifications to all the turnouts. (Next month I'll provide a cutting diagram. For now, just make sure they are close.) I used Atlas Snap Switches because the diverging curved routes are 18" curves rather than a prototypical straight line. As a result, they take up less space, allowing more track on small layouts.

Particularly critical was providing room for the two highways where they cross at the heart of the layout. The turnouts and crossings had to be located just right for this intricate arrangement to work.

Transferring the plan

Once I'd let the full-size paper plan sit for several days and was satisfied with it, I transferred it to the sheet of 2" foam. All the curves except the one indicated are 18" radius without easements. Since this is an industrial railroad, the lack of easements shouldn't be a problem as our engine will often be creeping to avoid entanglements with cars and trucks at all those grade crossings. (After all, the railroad's slogan is "Slow but Sure.")

I used a leftover piece of the 1/4" x 1/4" molding to make a trammel for drawing 18"-radius curves, as well as the 20 1/2" curve on the interchange track as shown in fig. 4. It's vital to locate your curve centers accurately and these are indicated on the track plan.



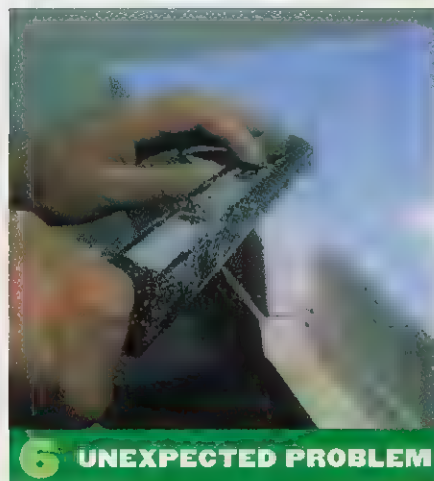
4 TRANSFER THE PLAN

Jim used a length of leftover leg bracing material to make a compass for drawing the curves. Nearly all the curves are 18" radius and right at the threshold for reliable operation, so they should be drawn carefully to avoid kinks.



5 PIZZA CUTTER TRICK

To transfer the river edges from the paper plan to the foam Jim used a pizza-cutting wheel. Running the wheel over the paper marks an easy-to-follow groove in the foam. Jim then cut the riverbed out with a powered jigsaw.



6 UNEXPECTED PROBLEM

The edges of Jim's 2" foam sheets were thicker than the middle and would have thrown the track off level. He leveled these edges with a Surform plane. Work carefully if you need to solve this problem as it is easy to take off too much.



7 TEMPORARY BRIDGES

Bridge blocks cut from the removed riverbed will let you lay the track (and run trains) before you build the bridges. Tack-glue the blocks to the plywood with just a few small drops of yellow or white glue so they'll be easy to remove later.

Mounting the foam

To build up the terrain and make room for the river, I used a 1" and a 2" sheet of foam for a subroadbed that is 3" high. Mount the 1" sheet to the tabletop first. As shown in fig. 5, I used a pizza cutter to transfer the outline of the river from my paper plan to the foam. I then cut out the river section with an electric jigsaw.

I mounted the foam with PL300 adhesive in a caulking gun, following the directions. The PL300 is a little thicker than I'd like, but has the advantage of setting fast. In the past I've used Liquid Nails for Projects, which is

Meet Jim Kelly

For most readers, Jim Kelly is no stranger to the pages of *MODEL RAILROADER Magazine*. In addition to the Turtle Creek, Jim has built many other MR project layouts for articles over the years. A 25-year veteran of the magazine, Jim retired as managing editor in February 2002 and now enjoys traveling, playing golf, and doing a little free-lance writing.

When not on the golf course, Jim is an avid N scaler and continues to make additions to his own Ntrak modular layout. Jim lives in Milwaukee with his daughter Kate, who attends Syracuse University, and his wife, Elisabeth.



KPC PHOTO STUDIO

much thinner, making it easier to spread, but it has a much slower setting time (several days when sandwiched between foam layers). Whatever adhesive you choose, make sure it's safe for foam – some adhesives eat it.

Glue the 1" panel for the industries side in place first, then attach the mountain section. Make sure to align the edges of the foam with the table edges. As you lay each panel, weight it down until the adhesive sets. Paint cans, books, or heavy objects will work. Once the 1" layer has set up, add the 2" panels following the same procedure.

I ran into a problem with my 2" foam that I've never encountered before. The sheet was thicker at the edges and would have caused tracks running down the sides of the layout to tilt rather dramatically. As shown in fig. 6, I leveled this off with a Surform plane.

At this point, you may wish to install temporary foam bridges across the river as seen in fig. 7.

Reality check

I'll be delighted if you build the Turtle Creek Central, but please don't rush into it expecting that you can knock it out in a week or two. Six months or longer would be more realistic. I think building a layout is much more enjoyable if you approach it one project at a time, do a careful job, and then kick back and enjoy it a while. Remember that the slow but steady turtle always comes out the winner. Next month we'll lay track, ballast it, and make our first run over the line. ☺

► More on our Web site

See the Turtle Creek Central in action! For a video clip of trains running on the Turtle Creek, visit www.modelrailroader.com.

A black and white photograph of a group of World War II soldiers in uniform, standing in front of a train car. The soldiers are wearing caps and carrying rifles. The train car has windows and rivets visible. The text "A YEAR YOU CAN MODEL:" is overlaid on the image.

A YEAR YOU CAN MODEL:

1942

RAILROADS GO TO WAR



Modeling U. S. railroading in the first year after Pearl Harbor

By Andy Sperandio

Modeling a specific time is the way to use your model railroad as a time machine. You can pick the time in railroad, national, and even world history that you find most interesting and make your layout represent that era. This can encompass everything from rolling stock to operation to the smallest details.

To pick an interesting timeframe and represent it so others can appreciate it, it helps to focus on distinctive features that make that time graphic on our model railroads. Call these "period markers": They can be used to distinguish the period from what came before and from what came after.

One timeframe that appeals to modelers is the World War II era, and that's a good example for understanding period modeling because the war had so many dramatic manifestations on the American railroad system. I'll use 1942, the first full year of the United States' involvement in the war, as a timeframe, and point out some distinctive and "modelgenic" features of railroading in that year. ♣

▲ Troops of an armor unit rest beside un-air-conditioned Santa Fe coaches as they await the order to unload their light tanks.

◀ Marines shouldering Springfield rifles detrain from Pullman tourist sleepers in a scene typifying the railroads' role in troop transport in 1942 and throughout the Second World War.

FREIGHT TRAFFIC



RICHARD EDSALL

▲ The combination of German submarine attacks and the re-assignment of ocean-going ships led to all-rail movement of coal that before the war had been carried to New England by coastal colliers from Tidewater Virginia ports. A Pennsylvania RR class L1 2-8-2 takes a hopper train up the Lehigh & Hudson River RR to Maybrook Yard, gateway to the New York, New Haven & Hartford.

Freight traffic soared in 1942 as all segments of the economy expanded for wartime production. This was measured as a transportation output of 640 billion ton miles (a ton mile is one ton of freight moved one mile) in 1942. That was 35 percent more than in 1941, and 72 percent more than in 1940. The growth was even more pronounced compared to Depression-year traffic. American industry and railroads had been gearing up for war production since the middle of 1940.

Some changes were subtle. There was no fall wheat rush in 1942, for example, because the new Office of Defense Transportation prohibited shipment of grain not already sold. This stopped the practice of getting the wheat moving while brokers looked for the best prices before determining its final destination, and eliminated the boxcar shortages that had been typical of prewar harvest seasons.

Elsewhere there were more obvious changes. The predominantly eastward traffic pattern of the Western transcontinentals, with raw materials and forest and agricultural products moving to Eastern markets, was reversed in 1942. Eastward traffic was still strong, but there was tremendous growth in westward movements to Pacific ports and Western war industries and military training centers. Some raw materials reversed direction too, notably coal and iron ore going west from Colorado and Utah.



DOYLE B. INMAN

▲ The same factors that put New England-bound coal on the rails led to all-rail oil movements from Southwestern producing states to the Atlantic Seaboard throughout 1942. Here a Mikado-type locomotive designed for the previous world war leads a train of tank cars across the viaduct at Burnside, Ky., on the Southern Ry's. subsidiary Cincinnati, New Orleans & Texas Pacific (known as the "Rat Hole" line for its many tunnels).

MOTIVE POWER

Diesel-electric locomotives had already outsold steam by more than three to one in 1941, and in 1942 diesels remained the first-choice motive power for many railroads. Diesel production couldn't satisfy the increased demand for locomotives, however, and in 1942 and through the next two years railroads sometimes had to settle for new steam power that otherwise might not have been built.

At the same time almost every older locomotive that could do useful work was still on the job or put back in service. In 1940, during the traditional annual peak-traffic month of October there had been 1,352 serviceable freight locomotives in storage. In October 1942 there were only 340 engines "stored serviceable" out of a total freight locomotive fleet of 22,027. Many 2-8-0s, 4-6-0s, and other older, smaller engines were running out their last miles in wartime service.

► Electro-Motive's FT was the only road freight diesel authorized for production during the war, and Denver & Rio Grande Western no. 540 is a typical four-unit, 5,400-hp example. Other roads receiving FTs in 1942 included the Atchison, Topeka & Santa Fe; Baltimore & Ohio; Seaboard Air Line; Southern Ry.; and Western Pacific.



SOUTHERN PACIFIC

▲ Diesel-electric switchers were proven workhorses before World War II began, and in 1942 their around-the-clock availability played an important role in keeping freight moving. The most popular model was the Alco S-2, like Southern Pacific no. 1302.



DAVID P. MORGAN LIBRARY COLLECTION

TROOP TRAINS

Passenger traffic also soared in 1942. The railroads produced a record 54 billion passenger miles that year (a passenger mile is one passenger carried one mile). This was 86 percent more than in 1941 and 129 percent more than 1940. By far the biggest reason for this growth was the transport of military personnel for all the services.

Military movements were coordinated by the Army Transportation Corps with railroad officials working through the Association of American Railroads (AAR). The special trains were identified by a Military Authorization and Identification Number, and from that were commonly referred to as "MAIN trains." Not all MAIN trains were urgent, but when they were they would be given right over anything else on the railroad.

This great feat of transportation was accomplished with only 242 new passenger cars delivered, from prewar orders. No new passenger car construction was authorized in 1942. The boxcar-like troop Pullmans known to many railroad fans weren't built until later in the war.

Sleeping cars were preferred for long-distance transport, but for many shorter trips troops rode in coaches. Many MAIN trains required interline routings, and "foreign" passenger equipment – cars from another railroad – was often seen outside its usual territory. Even interurban and commuter cars were adapted to military service on trunk-line railroads.

Few new passenger cars were delivered in 1942, and railroads had to scramble to find equipment to meet the demands of troop transport. Former Interurban Electric coaches from the SP's Eastbay traction system carried military personnel on the Santa Fe's Los Angeles-San Diego "Surf Line," which served several Navy and Marine installations. Shown at Buena Park, Calif., the former IERY cars are lettered for the United States Maritime Commission.



DR. HOWARD BLACKBURN

Although Pullman sleeping cars were favored for long-distance military movements, almost any serviceable equipment could be found in troop-train consists. Here a CNO&TP (SOU) Mountain-type 4-8-2 carries the white flags of an extra as it pulls a southbound MAIN train of PRR coaches (and one baggage car) at Wilmore, Ky.



TOM PRUCHA

WOMEN RAILROADERS

Rosie the Riveter became a World War II icon from the posters and other advertising encouraging women's contribution to the industrial labor force. There should have been a "Rosie the Railroader" too.

As male railroaders entered the fighting services, the railroad companies faced severe manpower shortages just when they were called on to carry record amounts of freight and passengers. Women stepped in to help fill the gaps in every kind of role except train service, and there can be no doubt now that they could have handled that, too, if they'd been allowed to.

▼ Railroading has always had more than its share of dirty, hard work, and women took that on too. These "Rosie the Railroader" types are engine wipers (cleaners) caring for a Chicago & North Western class H 4-8-4 at Clinton, Iowa.



UNION PACIFIC RR



CHICAGO & NORTH WESTERN RY

MOVING TRAINS

Helping to keep trains moving was the recently perfected dispatching tool, Centralized Traffic Control (CTC). With CTC dispatchers had what we'd now call real-time knowledge of train locations, and could remotely line switches and clear signals to expedite them. In 1942 CTC was installed on about 1,600 miles of railroad, up from 456 miles in 1941. On many strategic routes it made the difference between fluidity and blockage.

Elsewhere, telephones replaced telegraph dispatching on 2,153 miles of railroad. Many freight yards were modernized with powered turnouts, power car retarders, and improved communication systems.

◀ In a postwar photo, this Union Pacific train-order operator at Fremont, Neb., represents the many women who qualified for these demanding jobs during the war.

MILITARY EQUIPMENT

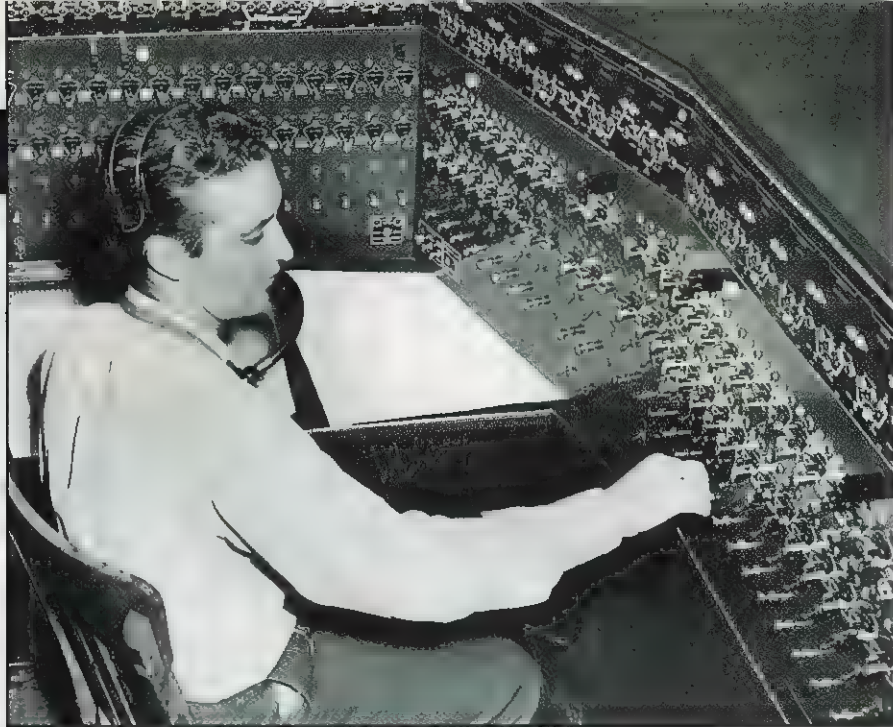


DAVID P. MORGAN L BRARY COLLECTION

▲ Military vehicle loads make high-visibility modeling opportunities. These M3 medium tanks are securely chocked one to a flatcar. The M3's successor, the M4 "Sherman," was delivered by rail to Atlantic ports in 1942 for combat in North Africa.

Trainloads of military vehicles became common in 1942, both for delivery of new production and for movement to training sites and ports of embarkation. Like troop movements, these were coordinated by the Transportation Corps and the AAR.

The numbers of cars required were staggering. A medium tank battalion, for example, would have 53 tanks. Whether these were M3 Grants or the new M4 Shermans, only one could be loaded on a typical 50-ton flatcar. An armored division had three medium tank battalions, and then even more vehicles for its artillery, mechanized infantry, and other supporting units.



UNION PACIFIC RR

◀ Centralized Traffic Control (CTC) was introduced in the 1920s and perfected for use over long distances just in time to help handle the crush of wartime traffic. This Union Switch & Signal CTC "machine" in Las Vegas, Nev., was part of an installation that allowed 171 miles of single-track line to safely handle 40 percent more traffic with the same number of engines and crews.

▼ Many locomotives operating to and along the West Coast received conical headlight visors to make them less visible nighttime targets to Japanese submarines and bombers. Even the proud warbonnet streamliners plying the Santa Fe's Surf Line were affected, as seen on E1 "motor" no. 7 with a *San Diegan* train at San Clemente, Calif.

WARTIME SPECIALS

This admittedly catchall category brings together some peripheral items that are interesting period markers and good modeling opportunities nevertheless.

The sale of war bonds was a constant theme of home-front society, and the "Buy War Bonds" slogan appeared on all kinds of railroad equipment.

On the West Coast there was initially great fear of attack from enemy submarines and aircraft, and locomotive headlight shrouds were an obvious reaction.

With so much of its regular passenger equipment diverted to military transport, the Pennsylvania RR experimented with converted boxcars for commuters and other short-haul passengers.

In these and many other ways that interested modelers can discover, wartime necessity often gave rise to inventions that can seem strange from our perspective.



FLETCHER SWAN



THE MILWAUKEE ROAD

◀ War bond ads were seen all over the country in many forms, including slogans on railroad cars. Not content with a simple message on a boxcar, the Chicago, Milwaukee, St. Paul & Pacific painted one of its homebuilt lightweight chair cars red, white, and blue, and bracketed the patriotic call to action with borders of stars.

► More on our Web site

You'll find more photos of wartime railroading and railroad equipment on our Web site at www.modelrailroader.com.

Build a 50-foot waffle-side boxcar



Easy techniques
for making an
eye-catching model

By Dean Foster
Photos by the author

▲ Dean Foster added individual styrene pieces to undecorated Model Die Casting kits to make these distinctive Southern Ry. waffle-side boxcars in HO scale.

► Waffle-side boxcars have had a long service life, as attested to by Southern 530144, which was in CSX's Selkirk, N. Y., yard in June 2000.

Train watchers have no difficulty spotting waffle-side boxcars. The parallel rows of rectangular protrusions on the sides (which accommodate interior DF-2 bulkhead load restraints) make them real standouts in a train. These cars first appeared during the late 1960s and proliferated throughout the 1970s. The Southern Ry. liked them so much that it took delivery of 3,725 of these cars between 1974 and 1978. Many are still in service.

Modeling a waffle-side boxcar is straightforward—once you get the hang of gluing on the styrene ridges.

Starting with an undecorated Model Die Casting 50-foot single-door rib-side boxcar, I built a model of one of the Southern's cars, but you can use this technique for other roads as well (see the sidebar on page 80). It's easier than it sounds, so let's get started!





DEAN FOSTER



NEIL SCHOFIELD

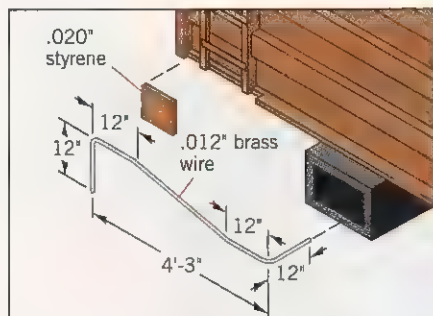
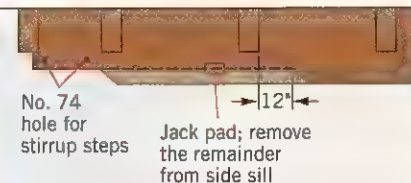


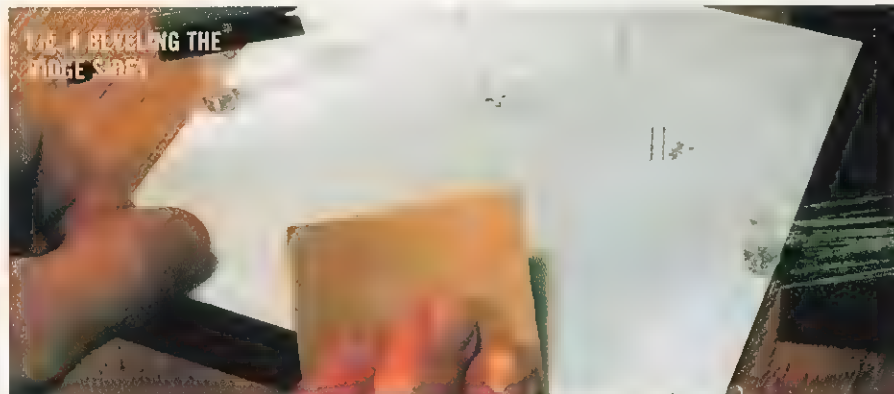
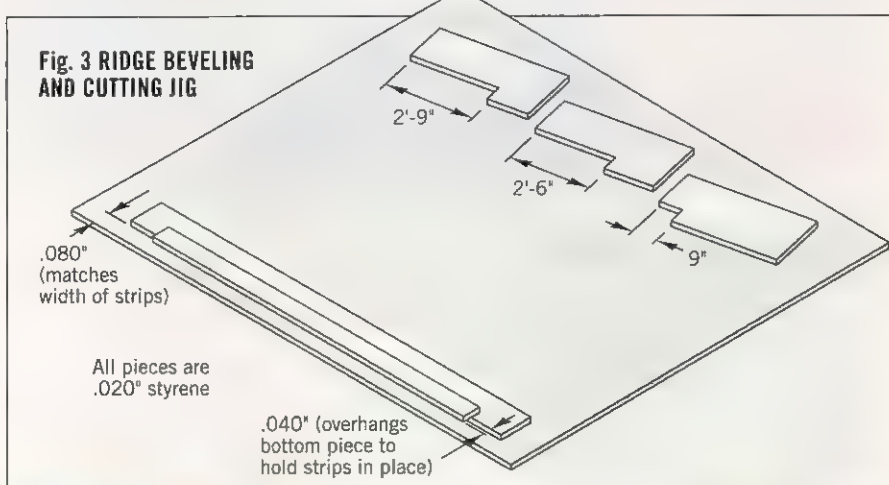
Fig. 1 UNCOUPLING LEVER AND BRACKET



Cut across with a fine saw blade to approximately 12" inboard of the second post. Then cut up from the bottom at about 60 degrees to meet that point. Finish with a file and fine sandpaper.

Fig. 2 SIDE SILL MODIFICATION

ILLUSTRATIONS BY RICK JOHNSON



▲ First, secure the jig to a table edge. Next, wrap a piece of 320-grit sandpaper in a credit card-sized piece of styrene and drag each styrene strip three times through the jig per side, applying gentle pressure with the sandpaper. Then pass each strip through the jig once with 600-grit sandpaper. Finally, cut off 1½" from the end you held as it won't be beveled properly.

Underframe

After removing the cast-on stirrup steps from the underframe, I drilled a hole in the left-hand corner of the underframe at each end for an eyebolt. Next, I bent the eyebolt at a right angle to support an uncoupling lever, attaching it with cyanoacrylate adhesive (CA).

I've since learned that the uncoupling lever is supported by a steel plate. This could be easily made from styrene and cemented to the carbody as shown in fig. 1.

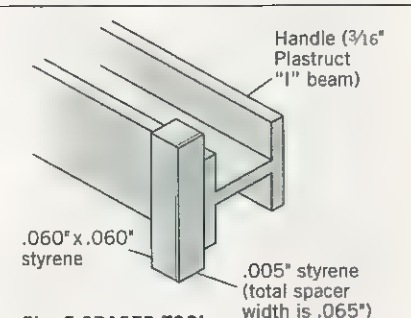
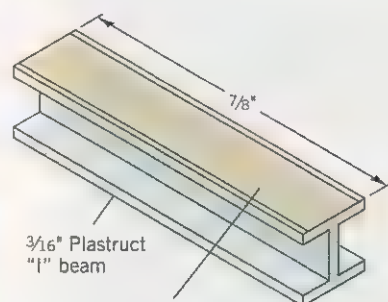


Fig. 5 SPACER TOOL

Fig. 6 GLUING ON RIDGES



Glue a strip of 320-grit sandpaper to the top and a strip of 600-grit sandpaper to the bottom. Leave margin at the edges.

Hold tool at a 45-degree angle against the vertical ribs. Sand with the 320-grit side, then with the 600-grit side, until you're satisfied with the bevel.

Fig. 7 SANDING TOOL FOR RIDGE ENDS

OTHER PROTOTYPES

The technique I've shown here can be used to make other waffle-side boxcars where the base model is available. Here are some candidates:

- Chesapeake & Ohio series 486000-486199 and Baltimore & Ohio 486200-486999 (identical cars) from Branchline Trains' Berwick 50-foot boxcar. Note there are no ridges in the end panels, and although there are nine rows of ridges like the Southern car, there is more space above the top row of ridges, so you will need to space them closer.

- Louisville & Nashville 480000-480399, also from an MDC Pullman-Standard car, with four rows of widely spaced ridges. The door needs to be changed to the Youngstown door and the side sill needs to be modified to a fish-belly style.

- Richmond, Fredericksburg & Potomac 2101-2200, also a Berwick car, but with four rows of ridges.

- Seaboard Coast Line 29050-29449. These are similar to the Southern's car; however, the door must be replaced with a Youngstown door (taken from an MDC FMC boxcar). The side sill needs to be modified to be similar to that of the Southern car.

Check prototype photos for other possibilities. The size and spacing of the ridges may be different than the Southern's cars, but with a little figuring and experimenting, you can use this technique to model many other waffle-side boxcars. — D. F.

▲ Space the ridge carefully using the jig. Check each end of the ridge with the spacer as the glue is setting, and also eyeball the rows frequently to check for evenness.

I installed Kadee couplers, then formed two uncoupling levers from .012" brass wire (fig. 1), and routed each one through an eyebolt. I then attached them with CA to the underside of the coupler pocket.

Next I brush-painted flat black on the uncoupling levers, the head of the coupler box screw, and the spring inside the Kadee coupler. I also lightly airbrushed the trucks with Polly Scale Dirt and brush-painted Dirt on the outside and inside faces of the wheelsets.

Body modifications

Remove the cast-on hand grabs and ladder rungs with a no. 17 chisel blade and smooth the cuts with a fine square file and 600-grit sandpaper. Leave the nibs on top of the posts to help line up the new grabs and rungs.

On car no. 528490 I replaced the cast-on end ladders with Detail Associates parts. However, they weren't that noticeable, so on no. 530681 I left the cast-on versions.

After carving off the full-width grab irons on the car ends, I replaced them with .012" brass wire. I also swapped the kit's brake wheel with one from my scrap box.

I shaved off the cast-on tack board at the left of the door with a chisel blade and sanded the area smooth. Then I rounded the end ribs slightly with sandpaper (I started with 320 grit followed by 600 grit) as those on the MDC kit are a bit more "suarish" than the prototype's.

Modify the side sills as shown in fig. 2. A portion of the jack pad will remain and should be filed off. I made new jack pads from scale-foot lengths of 3/4" "L"-shaped styrene.

Making ridges

The waffle ridges are cut from .015" x .080" styrene strip. Each strip needs to be beveled lengthwise and the individual ridges cut to length. To make both steps easier I built a jig as shown in fig. 3.

Before beveling the sides, draw a pencil line on the full length of each strip. This is the single most important step in this entire project! Because the ridges are small and the bevels difficult to see, the pencil line indicates the side that's to be glued to the car. Figure 4 shows how I beveled the edges.

Next, cut the ridges to length using the jig and a single-edge razor blade. You'll need 144 ridges that are 2'-9" long, 36 that are 2'-6", and 36 that are 9". Cut one of each first and test them on the car. You can modify the jig if necessary. Once you are satisfied, cut the remaining ridges.

Gluing on ridges

A spacer like the one in fig. 5 is necessary to glue the ridges on evenly. It's .065" wide, and that dimension is critical — close isn't good enough, which you would discover when you reached the top of the car and either had a big gap or ran out of space.

A pair of serrated-tipped tweezers will help you place the ridges. Start at the bottom of the car and check prototype photos and the model to see that you are starting the first row in the correct place; the spacer sits on a little lip

along the bottom of the car. On the bottom row, the ridge to the left of the door must be shortened slightly to clear the door latch.

Apply liquid plastic cement sparingly with a fine brush on the pencil-line side of the ridges. See fig. 6. Remember that each row builds on the previous row, so if you're off at the bottom, the error will get worse as you move up.

The last step is to bevel the ridge ends. I made a sanding tool and used it as described in fig. 7.

Finishing details

See fig. 8 for the location of the other details I added. Once these are attached, I washed the body shell with warm, soapy water to remove any body oils and sanding dust, let it air dry, and then headed for the paint shop.

Painting

Prime the entire body shell with Polly Scale Undercoat Gray, then paint the roof with a mix of five parts Polly Scale Flat Aluminum and one part Undercoat Gray. I find that adding a little gray to the aluminum makes it look closer to the galvanized roofs of prototype boxcars.

When the primer and roof are dry, mask the roof and spray the sides and ends with a 5:1 mix of Polly Scale Boxcar Red and Mineral Red. The Mineral Red makes the Boxcar Red a little richer, which better approximates the color of Southern's waffle-side boxcars. When the color coat is dry, spray the car with Testor's Glosscote, then let the body dry for at least four hours.

Decals

Separate the "Southern" from the "Gives a Green Light to Innovations" and apply each one individually. The same goes for the right-side slogan – apply the "Southern," "Serves," and "The South" separately. I mix six parts of Walther's Solvaset to four parts water for a decal setting solution. Once the decals are in place and have dried completely, I apply full-strength Solvaset.

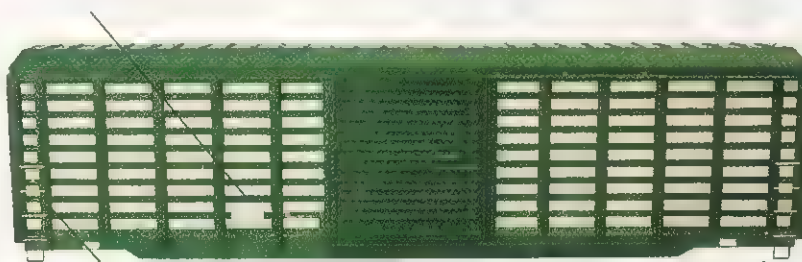
When the decals are again completely dry, spray the car with Testor's Dullcote. When that is dry, put the body on the underframe and mount the trucks with the plastic wheels from the kit. I installed the metal wheels after weathering. [For a description of Dean's weathering techniques visit www.modelrailroader.com. – Ed.]

Give it a try

There are a lot of individual ridges on the car, but the work goes faster

Fig. 8 FINISHING DETAILS

Tack boards are .010" styrene cut 1'-3" x 2'-0" and are glued to the left of each door. Score two parallel lines lengthwise with a hobby knife to simulate three separate boards and roughen with 320-grit sandpaper for wood grain.



Side grab irons are .012" brass wire cut 1'-6" long. Attach with CA using the nibs on the posts as a guide.

Before gluing on stirrups, cut the straps off above the mounting pins. Glue the stirrups into place with CA.

WAFFLE-SIDES SOUTHERN STYLE

Southern Ry.'s 50-foot waffle-side boxcars were built by Pullman-Standard at its Bessemer, Ala., plant. According to the *Southern Railway Color Guide to Freight and Passenger Equipment* (Morning Sun), these cars came in five different batches: nos. 526675-527699 in 1974, 528300-529199 in 1976, 530000-530299 in 1977, 530500-531499 in 1978, and 531500-531999 again in 1978. All were virtually identical 70-ton cars with five posts on either side of the door and nine rows of ridges in each side panel.

While these cars were delivered with the Pullman-Standard door, many have since received replacement panel doors. In the same way, all of them were delivered in Southern's "Green Light to Innovation" paint scheme, but a number of them have now been repainted in the simple NS scheme, retaining the same numbers. – D. F.

than you'd think and the result is a great-looking model of a common prototype freight car. ☛

Dean Foster has written numerous articles for MODEL RAILROADER over the years. His most recent article on building a 73-foot opera window center-beam flatcar appeared in the August 2002 issue. Dean lives in Denver, Colo., with his wife, Nancy.

Bill of materials

Roundhouse/MDC

1900 Pullman-Standard undecorated single-door rib-side boxcar

Detail Associates

2206 eyebolts
2504 .012" wire
6416 side-mount freight car stirrups
6242 freight car ladders (optional)

Evergreen Scale Models styrene

114 .015" x .080" strip
153 .060" x .060" strip
9009 .005" sheet
9020 .020" sheet

Life-Like Proto 2000

21258 33" metal wheelsets

Microscale Decals

4126 consolidated lube stencils
8714 Southern freight cars
87193 data sheet

Plastruct

90501 ¾" angle
90515 ½" I beam

Polly Scale

414134 Undercoat Light Gray
414281 Boxcar Red
414299 Flat Aluminum
414308 Dirt
414350 Mineral Red

Testor Corp.

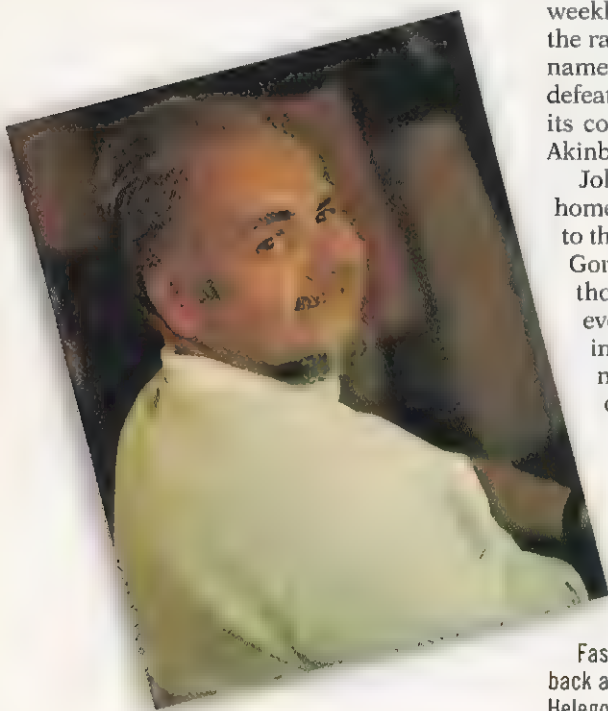
1160 Dullcote
1161 Glosscote

John Allen: the Wizard of Monterey

His influence still reverberates through the model railroad community

Photos by John Allen

John Allen was one of the true pioneers of the model railroad hobby. Through three different layouts his HO scale Gorre & Daphetid RR always pointed the way to new possibilities in modeling, photography, and operation. John began model railroading in 1946, and by the mid-1950s model railroaders everywhere looked forward to his articles in the hobby press.



At a time when few model railroads had any scenery to speak of, John was building scenes that you could walk into. When most modelers built rolling stock and structures as if freshly minted, John was weathering and distressing his models to represent hard use and history. Long before the main line of the last G-D Line was even close to complete, John was hosting regular weekly operating sessions that made the railroad come alive. (The railroad's name was pronounced "gory and defeated," a pun on the line's status in its continuing battle with precipitous Akinbak Mountains.)

John's death in January 1973 at his home in Monterey, Calif., put an end to the realization of his dreams for the Gorre & Daphetid. I like to think, though, that his dreams live on in every model railroader he ever inspired. We owe so much to the man who showed us how dreams could be made into reality. — *Andy Sperandeo, executive editor*

[Andy was a regular operator on the Gorre & Daphetid in 1970 and '71 — Ed.]

► Gorre & Daphetid no. 35, an 0-6-6-0 modified from a Pacific Fast Mail imported brass 2-6-6-2, holds back an ore turn moving downgrade through Helegon Gap toward Squawbottom, the lowest point on the Gorre & Daphetid Line.





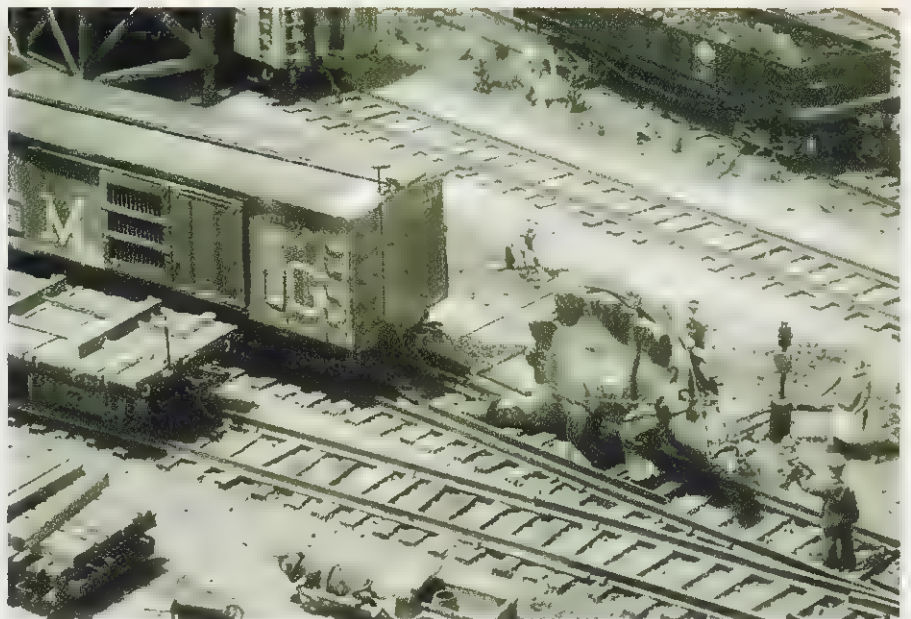
TRACKSIDE PHOTOS

► Just as John's stunning mountain scenery inspired model railroaders around the world, so did his city scenes and structures, such as Port Plastics. John also was a master at creating illusion on the G-D Line. Can you spot the mirror used to make this scene appear deeper than it really is?



▲ John favored motive power with low drivers and no. 38, a 2-6-6-2 leading an eastbound freight out of Port, is a fine example. You wouldn't have found those HO scale figures on a hobbyshop shelf in the 1950s and 1960s — John made his own from wire and beeswax.

► John possessed a marvelous sense of humor, and among his most memorable gags was Emma, a stegosaurus found in the woods near the tracks. Amiable and hardworking, the G-D Line's "organic switcher" could move narrow- and standard-gauge cars with equal ease. Unfortunately, John noted, Emma never learned to use the ash pit.









◀ John loved mountain railroading, and the third G-D Line's route through the rugged Akinbak Mountains crossed dozens of bridges, including two viaducts around Scalp Mountain. Number 8, the local passenger train from Great Divide to Port and Andrews, heads downgrade around Sims Loop through Giant Canyon. In minutes Ten-Wheeler no. 49 and its three cars will reach Squawbottom, where Heisler no. 6 is switching ore cars at the Cinnabar Mine.

▲ One of the most memorable photos John shot of his second Gorre & Daphetid layout (before he built the one shown in the previous photos) was this scene of two night trains meeting above moonlit Taylor Lake. John took this photo in 1953, and it has inspired generations of model railroaders.

Modeling prototype operations on a mid-size layout

The Detroit, Toledo & Ironton's HO scale Jackson Division

By Jim Hediger • Photos by the author

Realistic operation has been Leon Sowell's goal as he built his HO scale Detroit, Toledo & Ironton RR Jackson Division. This is his third layout and it continues to deliver a thrill every time he watches a train snaking through a broad S curve or switches cars with a local freight.

The layout follows the prototype practices of the DT&I RR and it's been under construction for nearly 17 years. However, as an avid golfer, Leon does his railroad construction mostly in the winter months.

Expanding on the prototype

The prototype DT&I never crossed the Ohio River, so Leon expanded his HO version into new territory. Theoretically, in the early 1950s, the DT&I extended its line south from Ironton, Ohio, through Huntington and Charleston, W. Va., to tap the region's coal mines and industry. It also provided a connection with the Chesapeake & Ohio Ry. for interchange traffic moving north and south via Hinton, W. Va.

The new extension was designated the DT&I's Jackson Division with its headquarters and main terminal in Jackson, Ohio. This yard receives the parent DT&I's southbound trains from Detroit that haul auto parts and other goods. In turn, the Jackson Division delivers raw materials and coal which the DT&I hauls north to Michigan. Since he's also a Grand Trunk Western fan, the coal drags are hauled by leased consists of GTW F units.

Track plan

The track plan features a main line that loops twice around the room and central peninsula. A pair of manual lift bridges provides access to the operating aisles. All of the aisles were originally three feet wide, but additional tracks have encroached on this in several places.

Today's layout planners try to avoid having a train go through a scene twice. However, Leon decided a longer run was more important so he's employed a variety of scenery techniques to make the second loop of track less obvious.

Since the layout is relatively small, staging is important. There are four long tracks concealed under the center peninsula. Each one holds a pair of trains which represent the Jackson Division's north and south connections. Because they're double-ended loop tracks, the trains can be restaged for the next operating session in a few minutes by just turning the waybills.

Steel benchwork

The Jackson Division is built on a steel framework made of perforated metal angles. Assembly was a matter of cutting a few pieces to length and bolting the 2 x 6-foot sections together. Members of his local round-robin club helped Leon erect all of the benchwork in a couple evenings. Once the steelwork was in place, he added conventional track boards and town areas made of 3/4" plywood.

The steel benchwork didn't present any particular problems with wiring the layout's Dynatrol command control system, thanks to John DePauw, the round-robin group's electronics expert. Normal wiring procedures were followed throughout, except a bit more care was taken to ensure all of the wire connections were properly insulated.

All of the mainline turnouts are powered, but most of the others have manual ground throws.

Scenery

The scenery is made of stacked and carved foam insulation. It's covered with a homemade mix of Perma-Scene, Celluclay, white glue, and paint to smooth the edges and color the terrain.

He's also tried several methods for making trees, and has finally settled on using sedum plants clumped together. Several sprigs

are glued together, the trunk is wrapped with brown floral tape, and then Leon applies ground foam foliage.

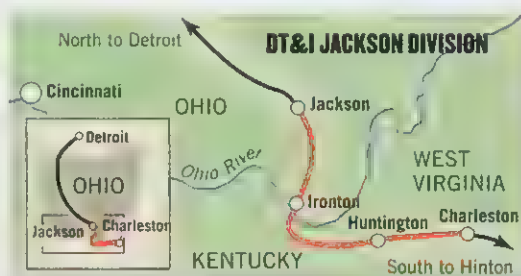
The structures are mostly kit-built with some kitbashing, and all of them are weathered to some degree.

To enhance the layout's appearance, Leon uses theater lighting effects. Black drapes cover everything below the benchwork and the same material is hung overhead parallel to the layout edges as a valance. The aisle lights are kept dim so everything on the brightly lit layout really stands out like actors and props on a stage.

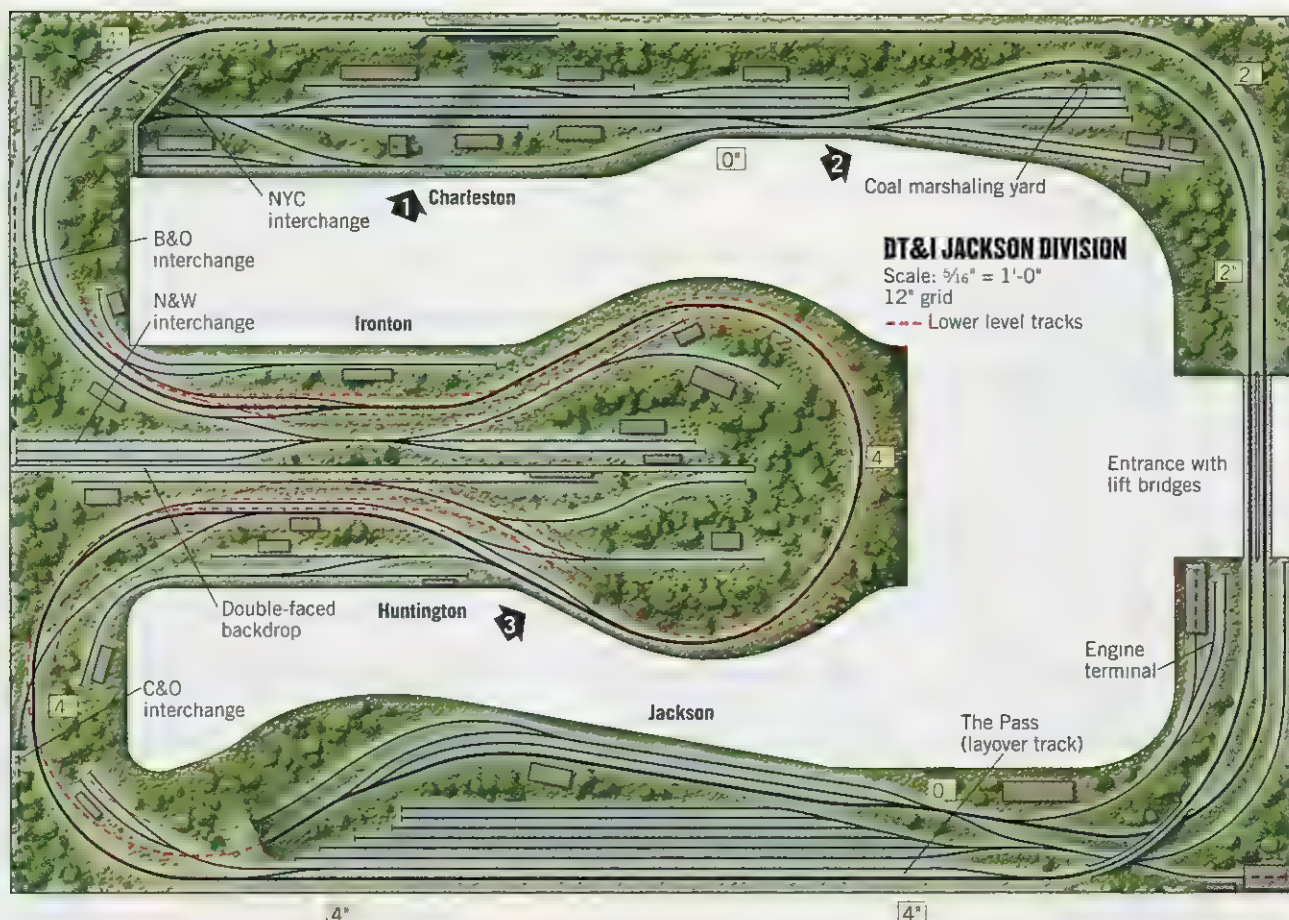
Motive power and equipment

A fleet of ten DT&I GP9 road switchers, custom-painted and detailed by Kevin Bacon, are the backbone of the Jackson Division's locomotive fleet. They're all equipped with Dynatrol along with a couple of GTW Alco RS-1s and two A-A consists of EMD F units.

► 1. Extra 985 South switches local industries in Charleston while a northbound coal train drops downgrade heading for Jackson Yard on Leon Sowell's HO DT&I layout.







ILLUSTRATIONS BY KELLIE JAEGER

About 150 freight cars operate on the railroad and most are built from plastic kits, including a few that are kitbashed to match specific prototypes. Helmut Warmbold, another of Leon's round-robin crew, used an airbrush to add some appropriate weathering on most of the cars.

Realistic operation

For Leon, realistic operation has always been a very important aspect of model railroading. Even though this is a relatively small layout, it provides plenty of challenging yard classification work and local industry switching.

In keeping with the prototype DT&I's slogan "We have the connections," the layout contains five interchanges with other railroads, including the Baltimore & Ohio (at Jackson and Charleston), the Chesapeake & Ohio (Huntington), New York Central (Charleston), and Norfolk & Western (Ironton). This is important so modeled on-line industries can ship cars to and receive them from off-line locations.

A three-hour operating session requires at least five operators to run 20 different trains using *Ship-It* car cards. [*Ship-It* is a computer software system, sold by Albion Software, that produces car cards, waybills, and other operating documents. See the Web site at www.albionsoftware.com.] These trains include yard jobs, local switching runs, northbound and southbound through freights, and coal drags. The train lengths are limited to seven cars for locals and a dozen cars for through trains to keep things fluid.

Leon's operators come from a great group of about 30 modelers called the Michigan Prototypical Operators. This loosely knit round-robin group gets together regularly to hold operating sessions and do layout construction on the members' home layouts.

The layout at a glance

Name: Detroit, Toledo & Ironton RR, Jackson Division
Scale: HO (1:87)
Size of the layout: 15 x 22 feet
Prototype: theoretical southern extension of the DT&I
Locale: Jackson, Ohio, to Charleston, W. Va.
Period: 1956
Layout height: 47" to 53"
Benchwork: L-shaped steel supports with 3/4" plywood top
Roadbed: cork
Track: code 100 flextrack
Length of mainline run: 200 feet
Turnout minimum: main line, no. 6; yard and industry tracks, no. 4
Minimum radius: 30"
Maximum grade: 2 percent
Scenery construction: a mixture of Perma-Scene and Celluclay over Styrofoam insulation board
Backdrop: hand-painted Masonite
Control: Dynatrol command control

Waybill system

Leon began using a manual car card and waybill system as soon as he had the yard and some industry tracks in service. Small waybills that slipped into a pocket on the car cards were used to route the cars to a variety of destinations. He assigned a different color to each town and numbered each industry. Then small colored adhesive dots (from the office supply store) were affixed to the waybills and an industry



▲ 2. The northbound loaded coal train has just departed, so GP9 no. 982's crew can now deliver one of the DT&I's distinctive round-roof automobile cars to an industry in North Charleston.

number was marked on the colored dots to indicate the town and local industry destination.

These color dots made it easy for the yardmaster to make up and block (or group) the cars according to the town destinations indicated by the color dots. The local then proceeded to the town designated by the colored dot and delivered its cars to the appropriate numbered industries. This allowed Leon to begin operation long before all of the industries were named or built. Eventually, as the structures were built and named, appropriate information was added to the waybills in place of the dots.

Fortunately, Leon's early system was compatible with his current *Ship-It* computer-generated car cards and waybills. Each 2" x 4" vertical format car card contains the usual reporting marks, car type, and empty return information with a 1½" pocket at the bottom. Smaller 1½" x 3" waybills slip into the pocket to provide destination, origin, load, and routing information for a car movement.

Leon presently uses four-position waybills, with shipments alternating from an on-line industry to an interchange bound for an off-line customer. All through trains operating between Detroit and Hinton make a stop at Jackson Yard to drop and pick up cars routed to and from Jackson Division industries. These cars left by the through trains are then delivered to the on-line industries by the local freights.

Coal trains

Leon's coal trains operate through the staging yard in a loads north, empties south pattern. For example, a northbound loaded train starts from Hinton staging and runs to the coal marshaling yard at Charleston. Once there, the locomotives run around the train (change ends), the crew sets out the loads, picks up a train of empties, and returns to Hinton.

For the next cycle, that empty train is moved ahead to the Detroit end of the staging yard. This time it originates from the Detroit staging yard as a southbound empty train and runs to Charleston. Once again a runaround move is made



▲ 3. With the normal layout lighting, the four long staging tracks beneath Huntington are hidden in the shadows so the operators would only see no. 987 arriving to work the C&O interchange.

before it swaps the empties for the coal loads in the marshaling yard. Then the northbound loaded train returns to Detroit where it's restaged between sessions by moving it ahead to Hinton to begin the cycle again.

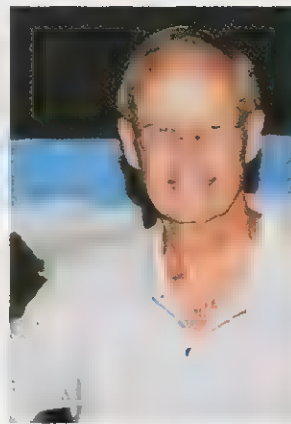
What's next?

Interestingly, visitors often ask Leon what he'd do differently if he ever decides to build another layout. His answer is, "The theme would remain the same, but I'd try to add more creature comforts by finishing the room first. Then I'd try to eliminate duckunders, label all of the wiring, have trains pass through a scene only once, add more staging, build less straight track, and reduce the number of tracks paralleling the layout edges."

After more than 35 years in the hobby, Leon is still finding more things to explore than he feels he can ever accomplish, like getting into Digital Command Control (DCC). His DT&I Jackson Division continues to provide interesting challenges that fire his creativity and desire to operate trains. ☛

Meet Leon Sowell

Leon's a veteran modeler who's been model railroading for more than 35 years. He started with a trolley module in a rented home, shifted into HO steam modeling, and then turned to building his DT&I Jackson Division. He's a former sales manager who retired from Michigan Bell Telephone Co. after more than 35 years of service.



Walt Disney model railroader



From his home to his theme parks, Walt Disney made sure they all had trains

By Michael Broggie



Walt Disney is synonymous with animation, visionary filmmaking, and theme parks. But the creator of Mickey Mouse was also an avid model railroader with a terrific live steam railroad in the backyard of his Los Angeles home.

Walt's interest in trains symbolized the quiet lifestyle he and wife Lillian sought to lead. The Disneys had no desire to fit in with the Hollywood or country club crowds. Instead, Walt was satisfied coming home after a day at the studio and operating his live steam railroad with friends and family. And for the past half century, Walt's interest in railroading has been kept alive through animation, exhibits, and theme parks.

It's a small world

A unique partnership introduced Walt to the world of miniature railroading. Lionel negotiated a merchandise license with Roy Disney, Walt's older brother and lifelong business partner, to produce a toy handcar that featured Mickey and Minnie Mouse. The car sold for \$1 and included eight feet of track to build a loop.

The partnership Lionel formed with Roy Disney got Walt interested in toy trains. Before long, Walt had an elabo-

◀ Walt Disney enjoyed sharing his 1½" scale live steam railroad with family and friends. Here Walt is at the throttle of the *Lilly Belle*, taking a load of relatives on a run through the gardens at the Disneys' Carolwood residence. Diane Disney Miller, Walt's daughter, is the third passenger.

rate layout with track, tunnels, and trestles set up in his office. And Walt enjoyed letting others operate his toy train layout.

The late animator and railfan Ward Kimball had the privilege of operating Walt's railroad. After his turn at the throttle, Ward went to the office of fellow animator Ollie Johnston and said, "Come on, you gotta see what Walt has up in his office!"

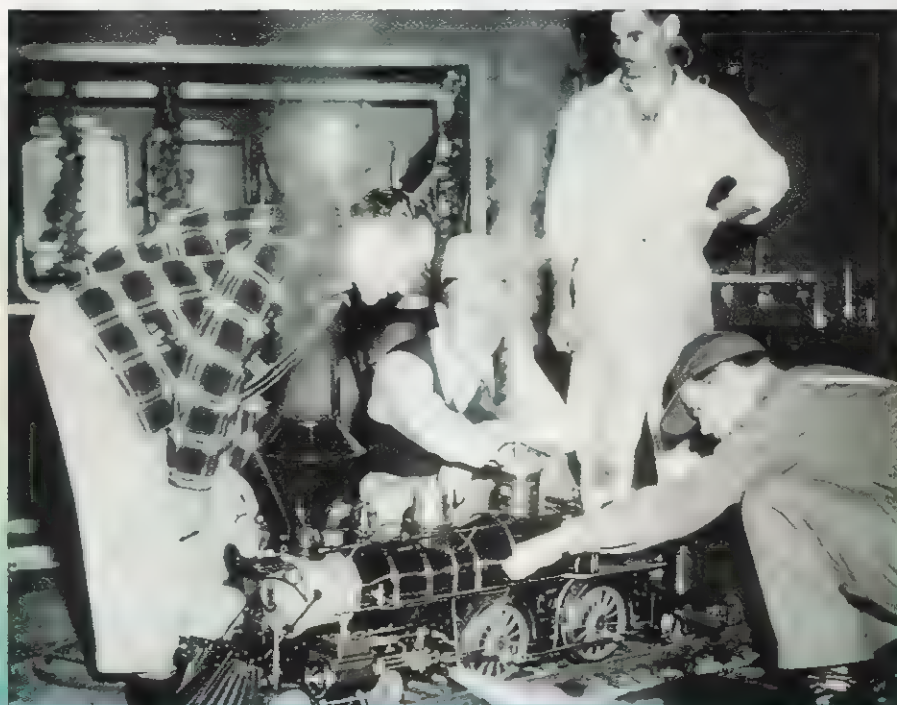
After running the layout, Ollie told Walt about the 1" scale (1:12) Baltimore & Ohio 4-6-2 steam engine precision machinist Laurence Hiney built for Ollie's La Canada Valley RR. Walt was surprised to learn that two of his leading animators were interested in trains.

The Carolwood Pacific begins

After learning how much Ward and Ollie enjoyed trains, Walt asked my father, studio machine shop manager and first Disney Imagineer Roger Broggie, to build a live steam railroad for his family's new residence.

The Disneys lived in a prestigious Los Angeles neighborhood. When Walt and Lillian first visited the five-acre parcel, Walt walked to the edge of the property and looked down over a sprawling plateau that skirted a wooded canyon

▼ A smile lights up Walt's face after hearing the steam whistle for the first time on his 1½" scale engine *Lilly Belle*. Walt insisted everything on his railroad be produced to perfect scale. Looking on are engineering draftsman Eddie Sargeant (left of Walt), Dick VanEvery (standing), and Ward Kimball.



BOTH PHOTOS: ROGER BROGGIE/CAROLWOOD PACIFIC HISTORICAL SOCIETY



◀ Ollie Johnston, one of Walt's famed "Nine Old Men" of animation, photographed Walt Disney at the throttle of the *Lilly Belle* on the inaugural run of the Carolwood Pacific RR. Walt named his steam engine the *Lilly Belle* in honor of his wife, Lillian. Roger Broggie, machine shop manager at Disney Studios and the author's father, is the passenger behind Walt.

some 200 feet deep. Walt, known for his acute eye for scale, visualized a railroad running through the property.

Roger helped bring Walt's vision to reality by developing plans for the Carolwood Pacific RR. The live steam railroad featured a $1\frac{1}{2}$ " scale (1:8 proportion) steam locomotive based on Central Pacific 4-4-0 no. 173. Renowned railroad historian Jerry Best suggested the prototype to Walt and obtained copies of the builder's blueprints. The original blueprints were reduced to $1\frac{1}{2}$ " scale by Eddie Sargeant, an engineering draftsman in Disney's studio machine shop. Roger and several precision machinists started building the engine and tender from the reduced-scale drawings.

But Walt didn't want the shop workers having all the fun building his railroad. Early one morning, Walt came into the shop and went to a workbench with a hand-lettered sign identifying it as "Walt's Bench." Without missing a beat, Walt removed his coat and put on a work apron. When Walt noticed the shop workers were staring at him, he said, "Haven't you guys got something better to do than watching an apprentice on his first day on the job?" Everyone laughed and applauded for the rookie machinist.

Walt was a willing apprentice. He laid out the pattern for a diamond-shaped smokestack and learned to silver-solder brass. Roger recalled Walt's skill at turning out parts on a miniature jeweler's lathe: "He learned fast and had an incredible memory. We only showed him a procedure once and he got it."

Sharing the hobby

Walt enjoyed working on his Carolwood Pacific RR. He usually returned home from the studio by 5:30 p.m. and grabbed a quick bite to eat before going to his "Happy Place" barn. There, Walt built precise scale models of freight cars

◀ Walt Disney even found ways to incorporate trains into his animated films. Here, Donald Duck gets into live steam railroading in the 1951 cartoon short *Out of Scale*. This was released when Walt was operating his small-scale railroad.



© DISNEY ENTERPRISES, INC.

► This 46-foot-long trestle, which overlooked a 200-foot canyon, was one of the more prominent features on Walt's live steam railroad.

and his famous, fully detailed, yellow bobber caboose.

But Walt also liked sharing his live steam railroad with his family. Walt often took his daughters, Diane and Sharon, for rides on the Carolwood Pacific. The railroad's right-of-way went through Lillian's landscaped gardens, over trestles, and through tunnels. A total of 2,615 feet of track and 11 turnouts were installed after the right-of-way was negotiated between Walt and Lillian. Apparently, Lillian didn't want the railroad to run through a portion of her garden. A compromise was reached when Walt's studio construction chief, Jack Rorex, recommended a tunnel be built under the garden.

The 90-foot tunnel became a highlight of the Carolwood Pacific. To add to the drama, Walt had it designed with an S curve so riders were in total darkness until the last turn. Once through the tunnel, the train crossed a 46-foot-long trestle that overlooked a 200-foot canyon. The train could run eight scale miles without going over the same track in the same direction twice.

Trains of Disneyland

The opening of Disneyland in 1955 allowed Walt to share his enthusiasm for trains with the world through the Santa Fe & Disneyland RR. A Victorian-style railroad station and two gleaming steam engines with polished steel rods and brass trim were features of Walt's railroad. The engines pulled trains full



ROGER BROGGIE/CAROLWOOD PACIFIC HISTORICAL SOCIETY

of visitors around the perimeter of the amusement park.

Walt owned the Santa Fe & Disneyland RR through his private company, Retlaw Enterprises. He enjoyed occasionally operating trains around his new theme park – and most of the visitors to Disneyland didn't know the engineer was Walt Disney himself.

As Disneyland's attendance grew, Walt worried his trains might not have enough capacity. He asked Roger Broggie to add a third engine to the locomotive fleet. In 1958, the narrow gauge steam locomotive *Fred Gurley*, named for the Santa Fe's president, was introduced along with an open-air train.

Later in 1958, Roger discovered a vintage Baldwin locomotive being sold

for scrap by a New Jersey amusement park. An inspection trip confirmed the engine was worth acquiring and it was shipped to Burbank.

Under Roger's direction, Bob Gurr and Ward Kimball collaborated on redesigning the locomotive, while Arnold Lindberg and his crew of machinists began an extensive restoration of the engine's superstructure.

Ward suggested the new design be patterned after the Denver & Rio Grande's *Montezuma*. Walt approved the design and instructed Roger to spare no expense to create a first-class locomotive. The 0-4-0 was converted to a 2-4-0 and a tender was added. The locomotive featured a bright red paint scheme and brass fittings. It was named the *Ernest S. Marsh*, for the Santa Fe president who succeeded Gurley, and unveiled to the public on July 25, 1959, with Walt at the throttle as chief engineer. [To learn more about a model of the *Marsh*, see Product News. – Ed.]

Walt's legacy

The *Marsh* was the last steam engine personally acquired and operated by Walt before his death on Dec. 15, 1966. But there is little doubt trains will continue to be a part of Disney theme parks for many years to come. Walt even told the designers of Disneyland, "I want it to look like nothing else in the world . . . and it should be surrounded by a train." ☐

Michael Broggie is executive director of Walt Disney's Barn & Railroad Museum and the author of Walt Disney's Railroad Story.

EXHIBITS OF WALT'S HOBBY

Four exhibits of Walt Disney's trains are open to the public. These exhibits showcase the various items that made railroading Walt's favorite pastime.

- The California State Railroad Museum in Old Sacramento opened the exhibit "The Happiest Train on Earth: Walt Disney's Backyard Railroad." The six-month exhibit runs through March 31, 2003, and is produced by the Carolwood Pacific Historical Society and sponsored by the Walt Disney Family Foundation. For more information, visit the California State Railroad Museum Web site at www.csrnmf.org.

- Models, photographs, and related items from Walt's Carolwood Pacific are on permanent display in the Iron Spike

Room at Wilderness Lodge at Walt Disney World in Orlando, Fla.

- Walt Disney's Carolwood Barn is at Griffith Park in Los Angeles. The barn is located on the grounds of the Los Angeles Live Steamers railroad park. It is open for free public visits on the third Sunday of each month from 11 a.m. to 3 p.m. For more information, visit www.carolwood.com or the LA Live Steamers Web site at www.lals.org.

- The fourth exhibit is in Marceline, Mo., Walt's boyhood home. The museum features many personal documents, photographs, and rare memorabilia. For more information, contact the Marceline Chamber of Commerce at 660-376-3528. – M. B.



Polish those railheads!

Triumph over oxidation with metal polish

By Glen Scholey • Photo by Bill Zuback

After installing Digital Command Control (DCC) on my new layout, everything worked fine – for a while. Then came a rash of intermittent problems, such as abrupt changes in locomotive speed and dark headlights that should have been lit.

I was puzzled. I'd wired the layout carefully and run enough feeder wires from the DCC bus to the rails to ensure a clean signal. This led me at first to believe that I either had bad decoders or problems in the DCC network.

Culprit: oxidation

However, I soon realized I'd overlooked a problem common to model railroads – dirty rails.

I'm not talking about obviously dirty rails that wreak havoc with a traditional DC system. Rather, there was little more than a pronounced discoloration on the railheads caused by oxidation. It had barely interfered with my old DC walk-

around control system, but was sufficient to disrupt the DCC signal.

Nothing can entirely halt oxidation on nickel-silver or brass rail. It's a natural chemical process that continually occurs to most metals in our oxygen-rich environment.

Metal polish to the rescue

My first thought was to get out the trusty Bright Boy. The dilemma is that while an eraser-like pad is an excellent tool for removing heavy dirt and oxidation, it's also abrasive. The minute scratches it creates are ideal places for dirt and dust to collect. Moreover, the oxidation returns within a few days.

About this time I was making coffee when I noticed my spoon was becoming stained. "Next time I'm out I'll have to pick up some silver polish," I thought.

Immediately it occurred to me that I might be on to something. The next day I bought a tube of MAAS brand metal

METAL POLISHES

Flitz Metal Polish and Fiberglass Cleaner

Miracle Group, Inc.
P. O. Box 1068
Torrington, CT 06790
800-333-9325
www.flitz-polish.com or order through Walthers (www.walthers.com)

MAAS Polishing Creme

MAAS Polishing Systemes
7101 Adams St.
Willowbrook, IL 60521
630-654-4743
www.maasinc.com

polish, made by MAAS Polishing Systemes. When I got home, I squirted a small dab on a piece of old, soft cotton shirt and rubbed the polish thoroughly into the cloth. Because it was handy, I wrapped the cloth around a Bright Boy (a small wood block would do too).

I rubbed the cloth on a section of track for a few seconds, then wiped the railheads with a clean, soft cloth to remove any polish residue. I'd expected the railheads would look as clean as they did, but was still surprised by the effect. The railheads looked almost as if they had been chrome-plated.

Performance pay-off

The big question was how long would the polishing last? Well, the first section of track showed little change two months after the first cleaning. It wasn't quite as shiny, but still looked great and trains moved through the area without difficulty.

Shortly after polishing the rails on my layout, I did the same on the layout of a modeler in our round-robin group. Again, the results were impressive.

Let's run trains

Our experience has shown that cleaning the rails with metal polish is preferable to an abrasive track cleaner, with the added benefit that the polish significantly slows the buildup of oxidation.

Anything that reduces the amount of time and effort put into cleaning track means more time for the enjoyable parts of model railroading – like running trains! ☺

Glen Scholey has been a model railroader for 40 years and models the Burlington Northern Santa Fe and Union Pacific. He resides in Ontario with his wife. This is his first MR byline.

WALTHERS

Round Out your Passenger Consists

The Detail You Demand

These Budd passenger cars are perfect for adding realism to your railroad. Each ready-to-run model features accurate body fluting and interior, flush-fitting windows, diecast truck sideframes, blackened metal wheelsets and much more.

Included are built-in power contacts for easy installation of the
Walthers Passenger Car Interior Lighting Kit,
933-1049 \$10.49, (sold separately).



Amtrak Phase I 932-6501

A Happy Ending

The wrap-around windows of Budd Round-End Observation Cars gave passengers a classy place to relax and watch the countryside.

These new cars come with or without a rear warning light, as appropriate, and an operating rear knuckle coupler.



NYC 932-6508

NEW! HO READY-TO-RUN

Budd Round-End Observation, \$39.98 each, December deliver

932-6501 Amtrak Phase I	932-6507 CB&Q	932-6514 UP
932-6502 Amtrak Phase II	932-6508 NYC	932-6515 Penn Central
932-6503 Amtrak Phase III	932-6509 CP	932-6500 Undecorated
932-6504 Amtrak Phase IV	932-6512 Rock Island	
932-6505 ATSF	932-6513 SP	
932-6506 PRR		



ATSF 932-26248

Fresh New Roadnames for Fast Express Reefers!

These cars were growers' best way to get perishables to market fast. They were placed at the head end of passenger trains to make switching easier. Models feature a one-piece body with separately applied details, authentic underbody, high-speed trucks and more.

HO READY-TO-RUN

Single Cars, \$24.98 each

932-6247 San Luis Central
932-6248 ATSF (freight scheme)
932-6249 Railway Express Agency (striped scheme)

Limited-Run 2-Packs, \$49.98

932-26247 San Luis Central
932-26248 ATSF (freight scheme)
932-26249 Railway Express Agency (striped scheme)

New Schemes for Popular Sleepers

New roadnames add popular paint schemes to the Walthers passenger car lineup. Use them to match specific consists or mix them into your Amtrak trains for variety. Additional roadnames are also available; ask your dealer or visit walthers.com for a complete listing.



NP 932-16362

HO READY-TO-RUN

Budd 28-8 Slumbercoaches

Slumbercoaches let coach passengers get a better night's sleep in a small private room.

Budd 28-8 Slumbercoach, \$34.98 each

932-16361 NYC (black roof) 932-16363 MP
932-16362 NP 932-16364 B&O



VIA Rail Canada 932-16341

HO READY-TO-RUN

Budd 10-6 Sleepers

Fitted with ten roomettes and six double bedrooms, this interior arrangement was one of the most widely used sleeper designs.

Budd 10-6 Sleepers, \$34.98 each

932-16341 VIA Rail Canada (Late 1990s Scheme)
932-16342 Seaboard Coast Line
932-16343 UP - Non Pullman
932-16344 MILW
932-16345 Amtrak Crew Dorm-Lounge, Phase IV

WALTHERS

5601 W. Florist Ave., Milwaukee, WI 53218

To view our entire line, visit walthers.com
or see the Walthers Reference Books.

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A 'plug-and-play' industry

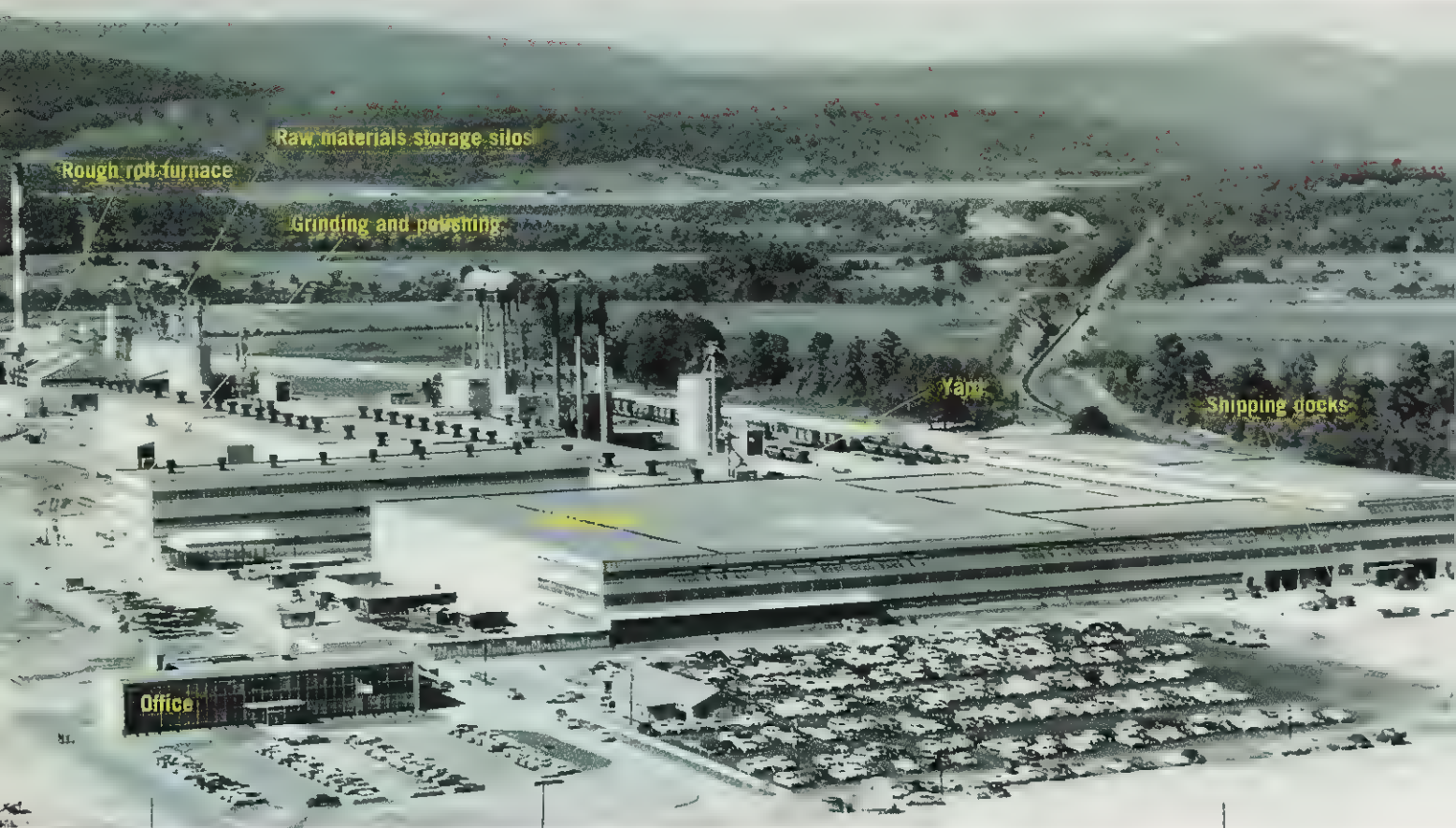


PHOTO COURTESY OF PPG INDUSTRIES

By Henry Freeman

Like many young model railroaders, I started with a basic loop of track on a 4 x 8 sheet of plywood. Years later, as my friend Bill Chapin and I worked on designs to add a major industry to my HO scale Baltimore & Ohio Cumberland Division, we realized the best approach to solve my space problem was to return to the 4 x 8 layout concept. As a twist on the traditional plan, however, our self-contained industrial plant is made to "plug in" to the rest of the layout when needed and be moved out of the way when it isn't.

A plug-and-play layout

By itself, my 4 x 8-foot Pittsburgh Plate Glass Works No. 7 plant is a self-contained industrial switching railroad, complete with a small interchange yard. The layout can provide hours of fun for a switch crew moving cars of time-sensitive raw materials in and around

the glass factory. In fact, the plan only varies from a traditional 4 x 8 design in two ways: It has a three-foot single-track tail serving as the drill track for the plant and there is no loop.

When plugged into my B&O Cumberland Division during an operating session, the PPG plant provides a steady stream of incoming and outgoing traffic for the rest of the railroad thanks to a connecting track at the end of the interchange yard. When the session is over, I unplug the 4 x 8 plant from the layout and store it, freeing up valuable floor space in my layout room for working on other projects.

The prototype

Pittsburgh Plate Glass started construction on the Cumberland Works No. 7 plant in 1954, installing a rough roll, flat glass furnace with a chemical polishing system. In 1963, PPG added the world's first float line furnace, opening a new era in plate glass manufac-

This is how Pittsburgh Plate Glass Works No. 7 plant in Cumberland, Md., looked in the late 1950s. At this point in its history, the float glass system has yet to be installed. Most of the plant could be kit-bashed using various manufacturers' stock kits and styrene shapes.

turing technology. Once the furnaces were fired, plate glass production went on 24 hours a day, 365 days a year, and consumed huge amounts of raw material. PPG closed the Cumberland plant in the 1970s.

A glass plant receives its raw materials by rail and stores them in a series of silos. An intricate system of conveyers automatically gathers the materials from storage, weighs each to a specific formula, mixes them in a batch, and carries them to the melting tank.

Timing and continuity of the railroad shipments are of vital importance to keep a glass plant running. Soda ash, limestone, and sand are all delivered in

for your railroad

An HO layout doesn't have to be a loop of track

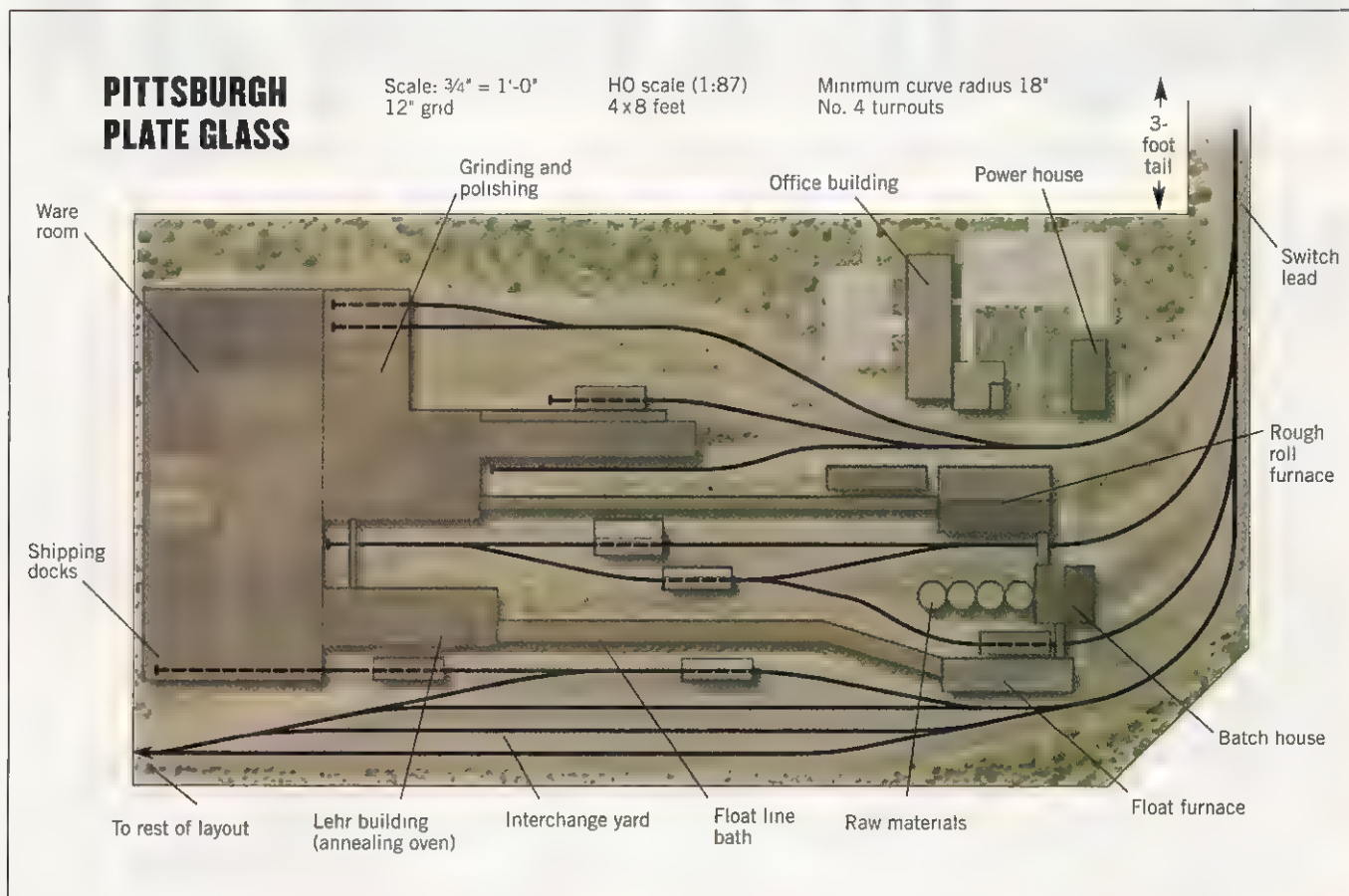


ILLUSTRATION BY JAY SMITH

covered hoppers. Salt cake, needed in the manufacturing process, rouge (iron oxide) and felt for the polishing process, and packing material for outbound loads are shipped in boxcars.

The Cumberland plant made plate glass from 1/8" to 3/4" thick and shipped it by truck, boxcar, and flatcar to customers for installation in store fronts and office buildings, processing by mirror manufacturers, and fabrication into automobile safety glass.

Industrial layout potential

Though most of my PPG plant would involve scratchbuilding or kit-bashing structures, you could apply the concept to other heavy industries. Currently there are structure kits available for automobile plants and steel mills.

Perhaps a plug-and-play industry is just what you need for your existing layout. Or it could be the starting point of your first model railroading adventure with plenty of room to grow. ☛

MAKING GLASS

At one point in its history, Pittsburgh Plate Glass Works No. 7 plant was the only factory in the United States producing plate glass using both the traditional flat process and the new float technology side-by-side.

The major steps in traditional flat glass production begin with mixing and melting raw materials into molten glass. The molten glass is then rolled into a continuous solid ribbon, ground to a uniform thickness, and polished. The final steps include cutting, inspecting, and packing for shipment.

In the float glass plant, raw materials (largely sand and soda ash) are melted in a gas-fired furnace at over 2,800 degrees Fahrenheit. The molten glass flows out of the furnace as a continuous ribbon of flat glass that floats on a bath of molten tin (which has a much lower melting temperature) until cool enough to hold its shape. Final processing further cools the ribbon, then it is cut into uniform sheets which are trimmed to sizes specified by customer orders.

Unlike the flat process which uses rollers to physically shape the glass, the float system produces glass with a perfectly flat surface. — H. F.

Henry Freeman is a newspaper executive in Westchester County, N. Y., and was the founding sports editor of USA TODAY. He is a member of the faculty of the Model Railroad Skills Institute, and

his article on "Research in the Information Age" appeared in Model Railroad Planning 2001. He got back into model railroading 15 years ago when his wife gave him a train set for Christmas.

Naugatuck Valley in N

An apartment-sized New Haven layout with room to grow • By David Popp

As the last of the benchwork for my 11 x 30-foot HO scale Soo Line layout was unceremoniously shoved to the back of the storage unit, I figured it would be a while before I built another one. A recent move had caused my wife and I to temporarily downsize to a small apartment while we built a new house. Sensing my loss, however, Ingrid donated part of the living room for a small layout, and my plans for an N scale apartment-sized railroad were born.

A prototype with modelers in mind

Looking for something different from the Midwest, I sought out the New York, New Haven & Hartford for inspiration. After some research, I focused on the New Haven's Naugatuck Line, following the Naugatuck River Valley in Connecticut. This area was once rich with mills and factories and would provide some nice industries to switch. In addition, a devastating hurricane in 1955 caused the New Haven to rebuild most of the original double-track main line as a single-track one, making it ideal for a modeler with limited space.

The region also included some picturesque scenery as the New Haven wound its way north to Waterbury. Its dramatic, near-water-level route was surrounded by tree-covered rocky hills between towns and included some nice bridges to model.

And by the late 1950s, daily traffic on the line was ideal for a small layout. It included a north and south through freight, a local serving the towns, and four passenger runs each way with Budd Rail Diesel Cars (RDCs).

The layout plan

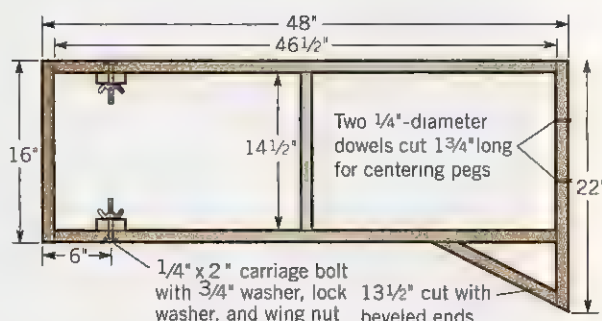
Because of my space limitations, I knew my layout could only be a representation of the New Haven. With that in mind, the towns of Seymour and Naugatuck exhibit the flavor of 1959 New Haven railroading in Connecticut but are not accurate reproductions.

MOVING FREIGHT ON THE NAUGATUCK LINE

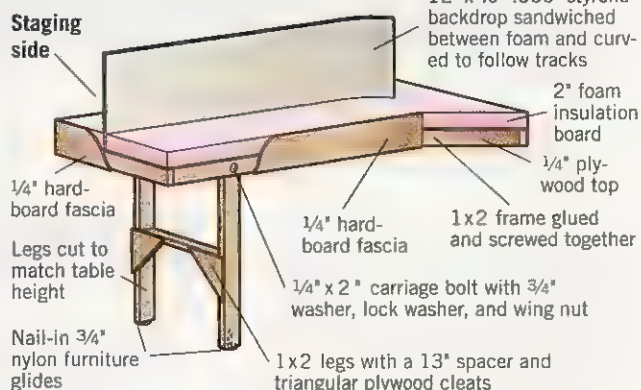
Late in the New Haven's history, the railroad would run a single freight north to Waterbury, Conn., each day. The train would have three locomotives, typically RS-3s. In Waterbury, the crew would break up their train into three locals, sending them off in different directions to switch the main back to Naugatuck and the Torrington and Forestville branches. In the evening, the three locals would return to Waterbury where the crew would reassemble the train, and then take the whole thing back south to Cedar Hill.

By using the staging tracks as a fiddle yard, you could easily simulate this operation on this version of the Naugatuck Line or adapt it for your own railroad. —D. P.

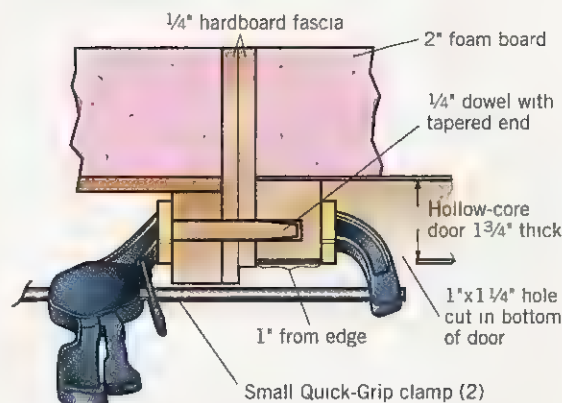
FRAME ASSEMBLY



EXTENSION CONSTRUCTION DIAGRAM



CLAMP ATTACHMENT



ILLUSTRATIONS BY JAY SMITH

Track and roadbed

Peco code 55 track

387 no. 8 curved right-hand turnout (2)
 388 no. 8 curved left-hand turnout (3)
 393 20-degree crossing (1)
 1791 no. 4 right-hand turnout (2)
 1792 no. 4 left-hand turnout (6)
 1795 no. 6 right-hand turnout (2)
 1796 no. 6 left-hand turnout (2)
 1797 no. 7 wye turnout (1)
 5801 36" flextrack (25)

Midwest Products

3019 cork roadbed (25)

Structure key

Atlas

A. 2548 plate girder bridge

Bar Mills

B. 304 low boy trestle (coal dock)

American Model Builders

C. 617 barn (used as fuel dealer shed)
 D. 638 Springfield depot

E. 648 New Haven depot

Design Preservation Models

F. 506 Gripp's Luggage (furniture factory)
 G. 660 Woods Furniture (kitbashed to fit backdrop and as a view block to staging)

Micro Engineering Co.

H. 75153 40-foot ballasted-deck bridge
 (3 – cut to fit curve)

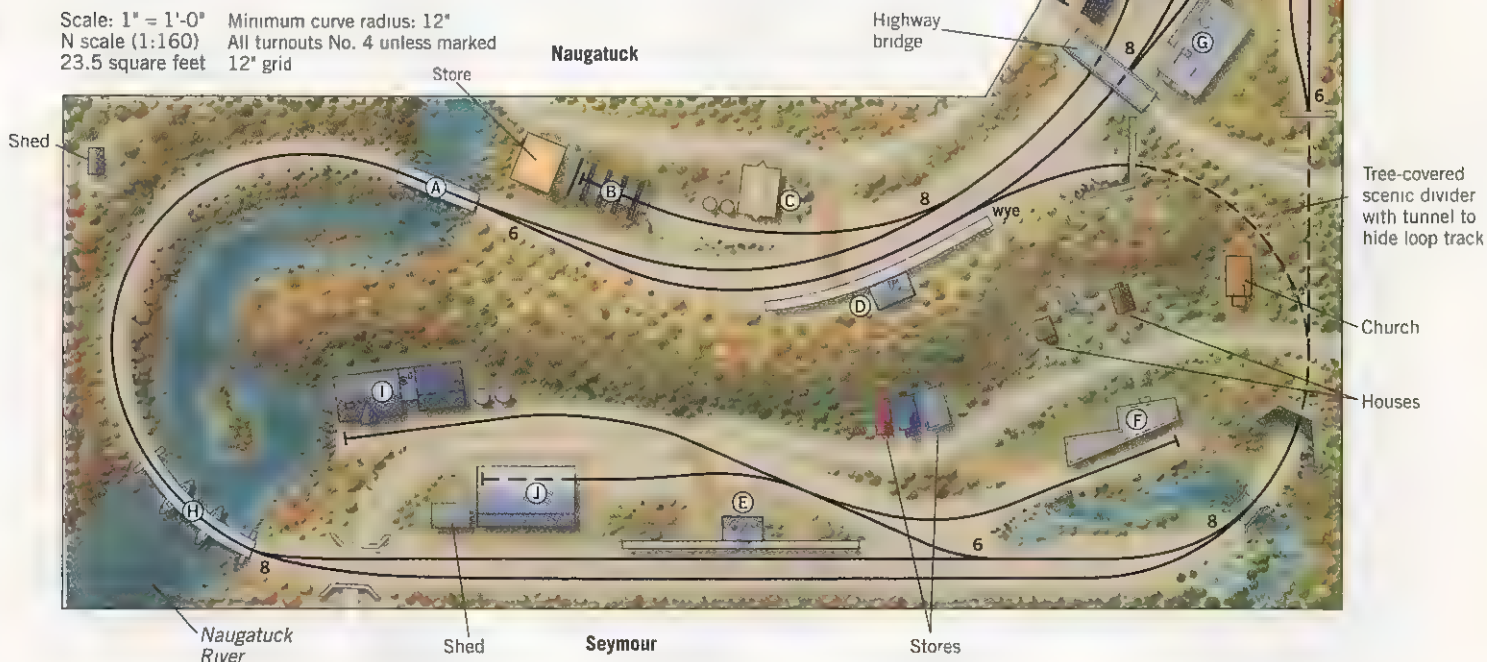
Model Power

I. 1572 Jackson Meat (kitbashed into a textile mill)
 J. 1509 brewery (kitbashed into lumber mill)
 K. 1546 Holland Iron Works
 L. 1547 U. S. Customs (kitbashed into warehouses to fit backdrop)

Walthers

M. 3246 Gold Flame coal dealer (modified to fit backdrop)

Scale: 1" = 1'-0" Minimum curve radius: 12"
 N scale (1:160) All turnouts No. 4 unless marked
 23.5 square feet 12" grid



I designed the layout in two pieces. The benchwork for the main part is a 32" hollow-core interior door covered with 2" foam insulation board and has a completely independent loop for display running. For support, I set the layout on an inexpensive folding table.

To gain a little more space and add some operating interest, I built a 16" x 48" removable extension. This piece allowed me to include a six-track staging yard (three tracks for each end of the railroad) and a 6"-wide industrial park for the town of Naugatuck.

When in use, the extension clamps to the layout with two Quick-Grip clamps and is supported by a removable leg. To build the extension, see the series of construction diagrams.

Fun for two

I designed the layout with two operators in mind, and it would be a good candidate for an entry-level Digital Command Control (DCC) system with walkaround control.

For an operating session, using a simple timetable, one operator would run the local and switch the industries at Seymour and Naugatuck. The other would handle the through freights and the typical late-1950s New Haven RDC passenger trains making station stops at both towns.

As you get more experienced, you could add waybills, extra trains, and even a fast clock! Despite my Naugatuck Valley's small, apartment-living size, its possibilities for railroading fun seem endless. ☛

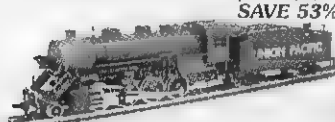
MODEL RAILROAD ITEMS AT GREAT PRICES!

HO Scale Old Time 4-4-0 Locomotives



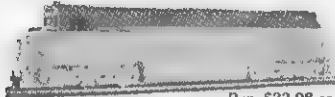
Reg. \$65.98 ea. **SALE \$34.98 ea. SAVE 46%**

HO Scale 2-8-0 Consolidation



Reg. \$98.98 ea. **SALE \$45.98 ea. SAVE 53%**

HO Scale Alco C-628



Reg. \$33.98 ea. **SALE \$24.98 ea. SAVE 26%**

Locos can be ordered in various roadnames.
All product subject to availability.

HO Scale 4-4-0 Americans

Reg. \$87.98 ea. **SALE \$54.98 ea. SAVE 37%**



HO Scale Pacific

Reg. \$109.98 ea. **SALE \$54.98 ea. SAVE 50%**



HO Scale Mikado



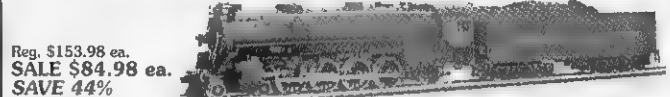
Reg. \$109.98 ea. **SALE \$59.98 ea. SAVE 45%**

Pennsylvania GG-1s



Reg. \$79.98 ea. **SALE \$59.98 ea. SAVE 25%**

HO Scale 4-8-2 Mountain



Reg. \$153.98 ea. **SALE \$84.98 ea. SAVE 44%**

HO Scale Mogul



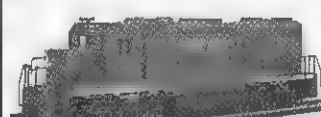
Reg. \$98.98 ea. **SALE \$45.98 ea. SAVE 53%**

HO Scale Mother Hubbard



Reg. \$98.98 ea. **SALE \$45.98 ea. SAVE 53%**

HO Scale SD-35



Reg. \$65.98 ea. **SALE \$37.98 ea. SAVE 42%**

Locomotives in this block are available only from IHC in North, Central, and South America

Scale Converter by IHC

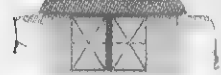
Reg. \$5.98 **SALE 98¢ ea.** Item #5070

A slide chart which allows quick and easy conversions to be made in the five most popular model railroad scales, O, S, HO, N, and Z. A chart on the back provides additional information. Three rulers are provided for: inch, millimeter, and HO scale (3.5mm=10").

Detailed Accessories by IHC

Look Good on HO Layouts!

909 Large Equipment Shed



No.	Description	Reg.	SALE
901	Tower Crane w/Platform	6.98	3.49
902	Cement Plant w/Platform	9.98	4.99
903	Harvester	2.98	1.49
904	Farm Accessory Set	4.98	2.49
905	Greenhouse	3.98	1.99
907	Bungalow Style House	4.98	2.49
908	8 Straight/2 Corner Pavements	2.98	1.49
909	Large Equipment Shed	4.98	2.49
910	6 Straight/1 Curve Rd. Sections	2.98	1.49
911	1940s Style Schoolbus	2.98	1.49
912	Heavy Duty Tow Truck	2.98	1.49
913	Open Back Dump Truck	2.98	1.49

911 1940s Style Bus



HO Scale Alco C-415



Reg. \$31.98 ea. **SALE \$29.98 ea. SAVE 6%**

BIG 1/2 PRICE SALE!
Add Lots of Detailed Accessories to Your Layout at Great Savings!

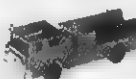
American Firemen and Fire Accessories in HO Scale

HO SCALE	Reg.	SALE
4200 Pumper, red	\$5.98	
4201 Pumper, yellow	4.98	
4210 Ladder Truck, red	6.98	
4211 Ladder Truck, yellow	5.49	
4220 Road Grader	6.98	4.98
4260 Firemen, 3 w/hose, 3 w/ax	6.98	
4261 Firemen, 2 w/extinguisher, 2 w/stretchers	6.98	
4262 Firemen, 25 (unp'd)	5.49	
81713 Firechief Pontiac Trans-Am	9.25	2.98
808 Fire House w/2 Engines	24.49	

#4210



#4200



HO Scale U.S.A. Series of U-Haul Trucks by IHC

SAVE 65% Going, going, soon gone

Were \$12.98
NOW \$4.49 ea.

- 1-1 Alabama
- 1-5 California
- 1-11 Hawaii
- 1-12 Michigan
- 1-13 Iowa
- 1-14 Illinois
- 1-16 Kansas

- 1-19 Maine
- 1-22 Mississippi
- 1-24 Missouri
- 1-25 Missouri
- 1-26 Montana

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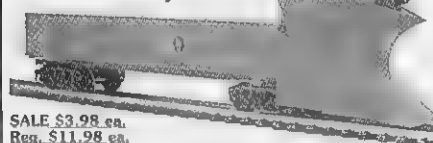
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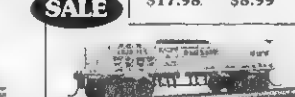
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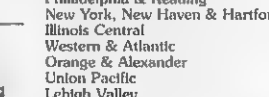
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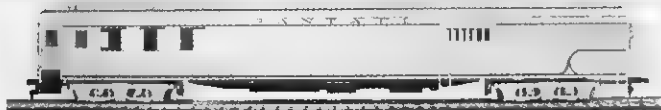
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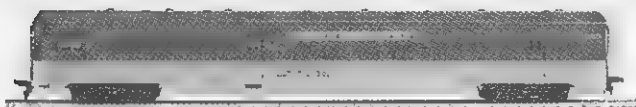
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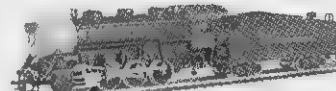
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*23728 Rock Island (#309)

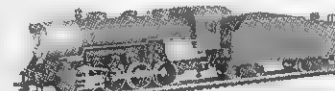
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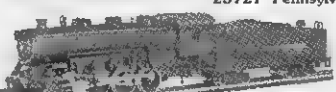
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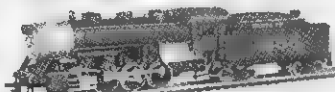
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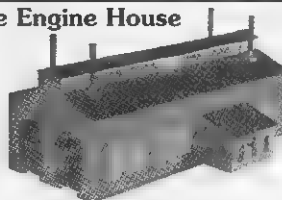
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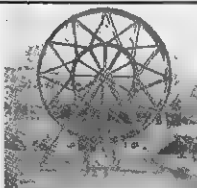
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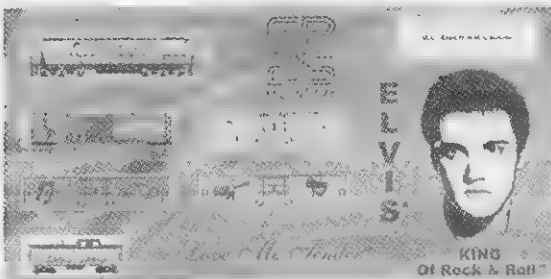
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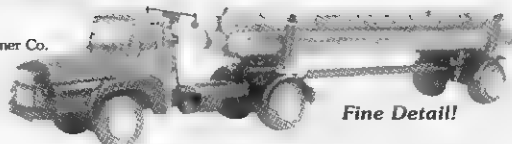
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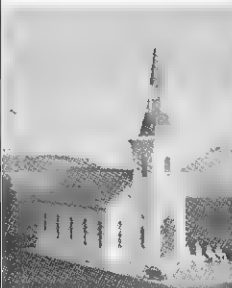
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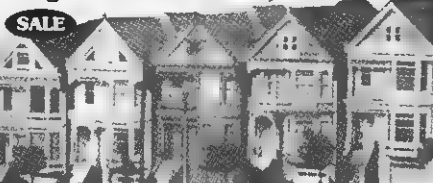
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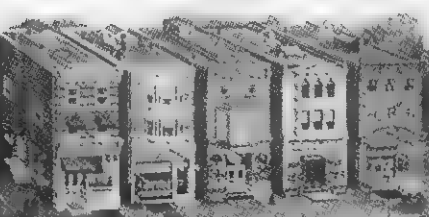


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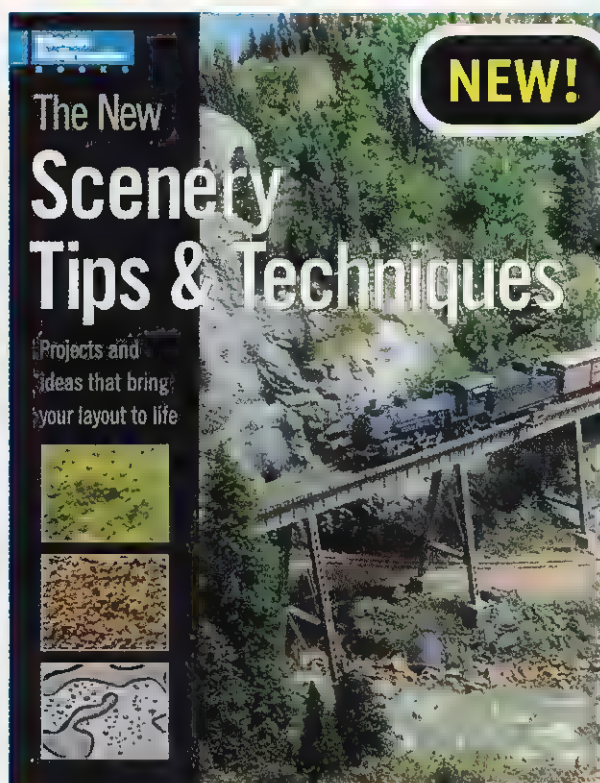
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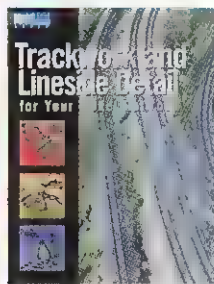
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New York Central F7s

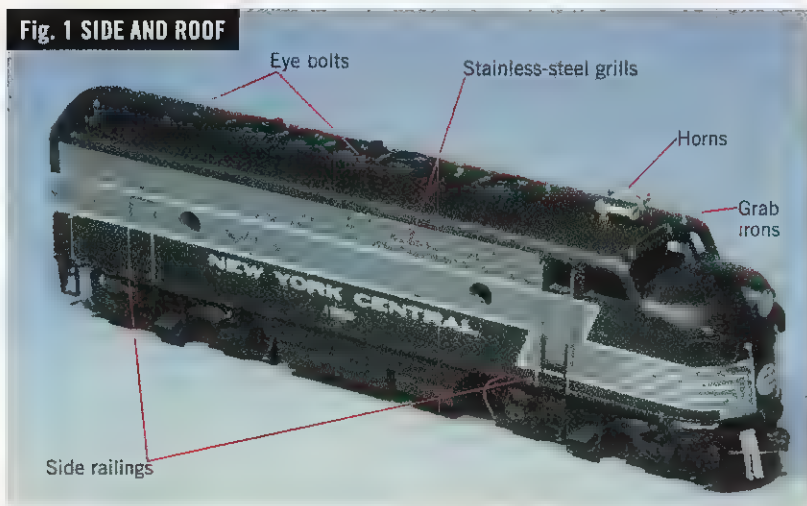
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a few details away
from a fantastic
HO scale model

For many years modeling New York Central diesels meant having to paint and decal your own models – a formidable task for most mortal souls. Without F7 and GP7 diesels, modeling the NYC of the mid to late 1950s was a nearly impossible mission. Thankfully, having HO NYC lightning-striped diesels for your layout is now just a matter of having enough cash to buy them! But if you want to take your locomotives a step further like I did, follow along as I add details and weathering.

I used factory-painted F7s from InterMountain. [Other manufacturers now offer factory-painted lightning-striped NYC F units, and the detailing process would be similar for upgrading those diesels. – Ed.]

By Jim Six
Photos by the author

Fig. 1 SIDE AND ROOF





The New York Central had five groups of F7 A units. Both my models are representative of the third group, which had a freight pilot, 36" dynamic-brake fan, vertical-slit grills, and horizontal louvers between portholes. [For a list of details in each of the five groups, plus modeling tips for the other versions, visit www.modelrailroader.com. —Ed.] Out of the box, the InterMountain model is correctly detailed (with one exception, on the cab side window) and numbered for the third group.

Preparing the model

First decide on a drive unit. You may consider the ready-to-run version, as

the InterMountain drive is phenomenal. Another choice is the Stewart F unit drive, as the InterMountain body snaps right onto this excellent drive. Or if you already have several Proto 2000 diesels, you may wish to use the Life-Like Proto 1000 F3 drive, as I have.

Before doing any detail work, fit the drive to the body. I used Stewart Hobbies clear plastic F unit retainers to secure the InterMountain bodies to the Life-Like drive units.

Next I installed Kadee no. 58 couplers. I drilled and tapped 2-56 coupler mounting holes that are closer inboard so the couplers wouldn't stick out of the front pilots too far.

Detail improvements

I made several detail changes and additions. The plastic side railings

appear too thick, and being styrene they are easily broken. I replaced these with formed .016" brass wire and bent each railing individually to fit (see fig. 1). The mounting holes are predrilled, making installation a simple task. I secured each railing with cyanoacrylate adhesive (CA).

I replaced the grab irons using .010" brass wire, including anticlimber grabs, nose grabs, the over-the-windshield grabs, and the rear grabs.

With all the grabs secured in place I drilled for and installed Detail Associates no. 2203 nut-bolt-washer castings. Am I nuts? Maybe, but I have fun doing this and appreciate seeing this kind of detail on a finished model.

Before installing the photoetched stainless steel grills, I horizontally elongated the mounting holes for the fold-over tabs. This allowed the grills to float and not bow as the room temperature changes.

The horns I used are from Details West. I replaced the plastic lift rings with Detail Associates formed wire eye

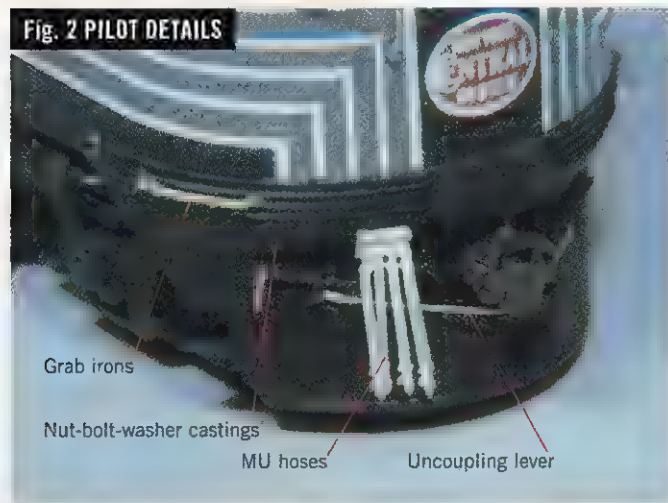


Fig. 2 PILOT DETAILS

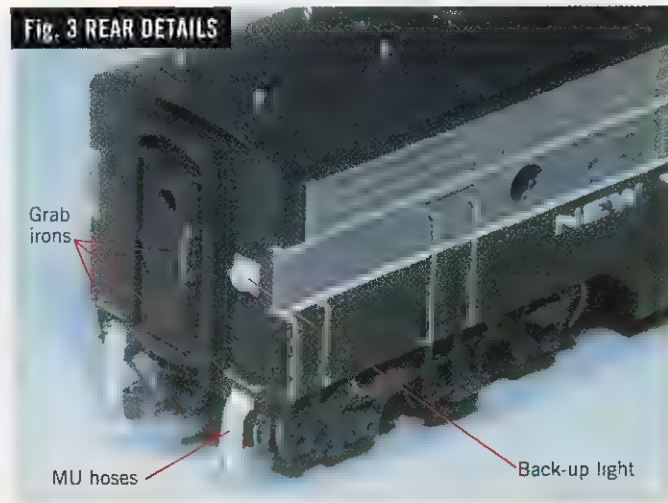


Fig. 3 REAR DETAILS



HERBERT H. HARWOOD JR

Bill of materials

InterMountain

490011 NYC powered F7A

A-Line

29201 windshield wipers

Detail Associates

1012 Pyle conversion plate
2203 nut-bolt-washer castings
2206 formed-wire eye bolts

Details West

162 back-up light
174 horns
265 four-hose m.u. cluster
267 locomotive air hoses

Kadee

58 couplers

Microscale decals

4056 EMD builder's plates

Modelflex paint

1601 Engine Black

MV Products

22 headlight lens set
26 clear lens

Testor Corp.

1161 Glosscote
1960 Flat Finish
3515 Clear Parts Cement

Miscellaneous

.010" brass wire
.016" brass wire

New York Central F7 no. 1798 leads a New York-to-Chicago Flexivan train through Euclid, Ohio, on April 10, 1960.

bolts. All of the remaining roof detail is included with the model.

The most interesting detail is the front pilot uncoupling lever, shown in fig. 2. InterMountain includes these with the model, but I snipped off the handle and extension rod. I cemented the remaining uncoupling lever sections into place and formed a new handle and rod of .010" brass wire. These replacements were installed into holes drilled into the pilot and cemented in place.

Next I detailed the rear of each unit with a Details West back-up light that I fitted with an MV lens. See fig. 3. I fitted Details West four-hose m.u. hose clusters to the front pilots and the rear. I drilled for locomotive air hoses and cemented them in place on both the front and back of the engine.

Headlights and windows

Many NYC F units had Pyle dual-sealed beam headlights in the nose headlight housing. To add this detail I installed a Detail Associates plastic conversion headlight at the back of the headlight opening from inside the body. It sits right in place with no modification necessary. You'll have to nip off the four small nubs around the perimeter of the new headlight fixture. I added MV Products lenses. For a headlight cover glass I carefully fit one of the clear plastic porthole glass sections and secured it in place with Testor's Clear Parts Cement.

For no. 1789 I installed the InterMountain cab side window glass. After-

ward I discovered that this group of NYC F7s had the larger cab side window. Darn. So, for no. 1813 I carved out the window openings at the top and rear edges, then installed the clear plastic window and etched stainless steel window frame from a Highliners A unit. These parts were leftovers from another model project.

I secured the stock windshield glass in place with Clear Parts Cement, then drilled holes through the body above the windshields and installed A-Line wipers. The sunshades are card stock cemented in place with Clear Parts Cement on the underside of the cab roof.

Weathering

The InterMountain factory-applied paint is well done and only lacks one item – the EMD football-shaped builder's plate on each side of the locomotive. I added these using decals from a Microscale set. Next I brush-painted the added details with Modelflex Engine Black, then sealed the models with a 50/50 mix of Testor's Flat Finish and Glosscote, thinned with automotive lacquer thinner. After weathering, I cleaned the wheels and test-ran models.

I hope that this article will motivate the New York Central modelers among us to consider doing some of these models. The InterMountain NYC F7 is a great product that's easily transformed into a fantastic model of the prototype. Have fun! ☺

Jim Six is a well-known model railroading author with more than 200 published articles. His HO Carolina & Western was featured in Model Railroad Planning 1997.

WALTHERS

Life in Small-Town America...

Great Detail for your Layout in New, Easy-to-Build Kits

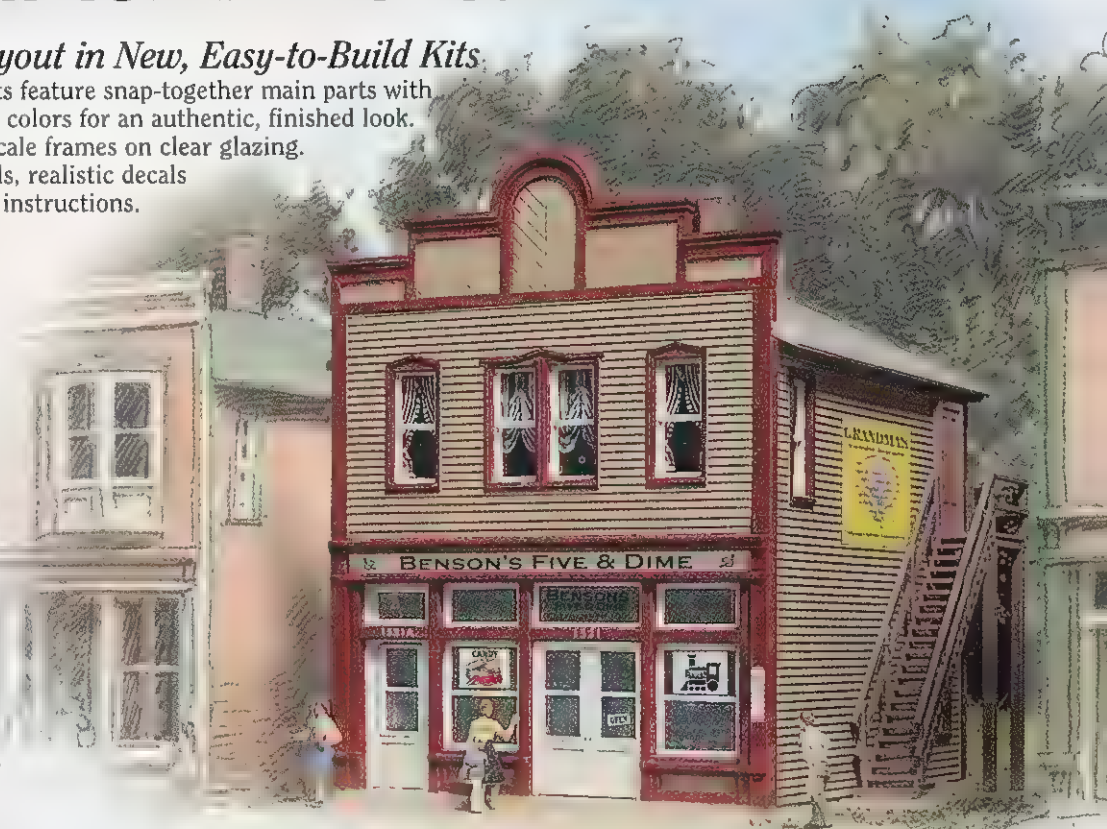
These new Gold Ribbon Series™ kits feature snap-together main parts with wood-grained walls molded in two colors for an authentic, finished look. One-piece windows have true-to-scale frames on clear glazing. You also get printed interior details, realistic decals (where appropriate) and complete instructions.

NEW HO KIT

Benson's Five & Dime

You're always likely to run into someone you know at neighborhood five-and-dimes like Benson's. Besides buying sundries, toys and household goods, you might even get an ice cream soda there! Featuring an upper apartment with an exterior stairway, Benson's includes colorful decal signs, window drapery details and an interior light. Add this charming structure to the row of storefronts in your layout's commercial district.

Benson's Five & Dime, 933-3613 \$29.98, Coming in December



NEW HO KIT

109 Elm Street

It's a lazy Sunday for the folks at 109 Elm Street as neighbors stop in to exchange pleasantries. The wraparound front porch, with its open railings and spindles to let the breeze in, is the perfect place to relax, enjoy a cold lemonade and listen to *The Shadow* on the radio. This easy-to-build model offers plenty of details and a one-car garage with doors that swing open. It's the perfect addition to any neighborhood.

109 Elm Street, 933-3612 \$34.98, Coming in January



Gold Ribbon Series™

WALTHERS

5601 W. Florist Ave., Milwaukee, WI 53218

To view our entire line, visit walthers.com or see the Walthers Reference Books.

Preproduction models shown; some details may vary. Figures, scenery, vehicles and other accessories sold separately. ©2002 Wm. K. Walthers, Inc.



1950s California N style

A transition-era layout built for a busy businessman

By George Hall • Photos by the author

No matter what the scale, modeling the transition-era operations of the Southern Pacific and Atchison, Topeka & Santa Fe in California would be a time-consuming project. Deciding which scenes to re-create and how to model them – Cajon Pass, Tehachapi Loop, or both? – would take more time and research. Factor in a busy business schedule, and the layout could be stuck in the planning stages.

But Dave Sorensen didn't let long work weeks prevent him from having an N scale layout. Instead, he found a custom-layout builder to design and construct the Southwestern Pacific. Now Dave can enjoy running through California – in N scale.

No layout, no time, no problem

Dave had previous experience building N scale layouts, so he knew con-

structing one the size of the Southwestern Pacific would take time. And with a busy schedule, Dave quickly realized it would be difficult to both build a layout and have time to operate it.

Dave's layout dilemma didn't last long, however. While reading an issue of *Classic Toy Trains*, Dave saw custom-layout-builder Naim Shah's advertisement. Naim agreed to meet with Dave to discuss layout ideas.



"I didn't want just a bunch of tracks to run my equipment on," Dave says. "I wanted a layout big enough to run long trains, but with basically simple operations."

The two met at Dave's house, which was being constructed north of Fresno, Calif. Dave proved to be a unique client for Naim because he had a room specifically designed for a layout. This gave Dave the luxury of adapting the space

available to the layout he wanted, rather than the other way around, as most layouts are constructed.

"We started with a three-rail O gauge design that went around the perimeter of the room," Naim says. "This was to be built before the N scale layout in the center of the room was even planned, although Dave had indicated he wanted the N scale layout to represent the landscape of Tehachapi and Cajon."

▲ 1. Dave Sorensen's Southwestern Pacific is a detailed N scale layout; an O gauge layout runs around the perimeter of the room. Here we get a look at both layouts, plus the control panels. The glass cases along the wall hold Dave's O gauge collection. Both layouts were built by custom-layout-builder Naim Shah of Fair Oaks, Calif. The backdrop was painted by Fresno, Calif., designer and artist Sandee Zailliam-Cohrs.

SOUTHWESTERN PACIFIC

N scale (1:160)

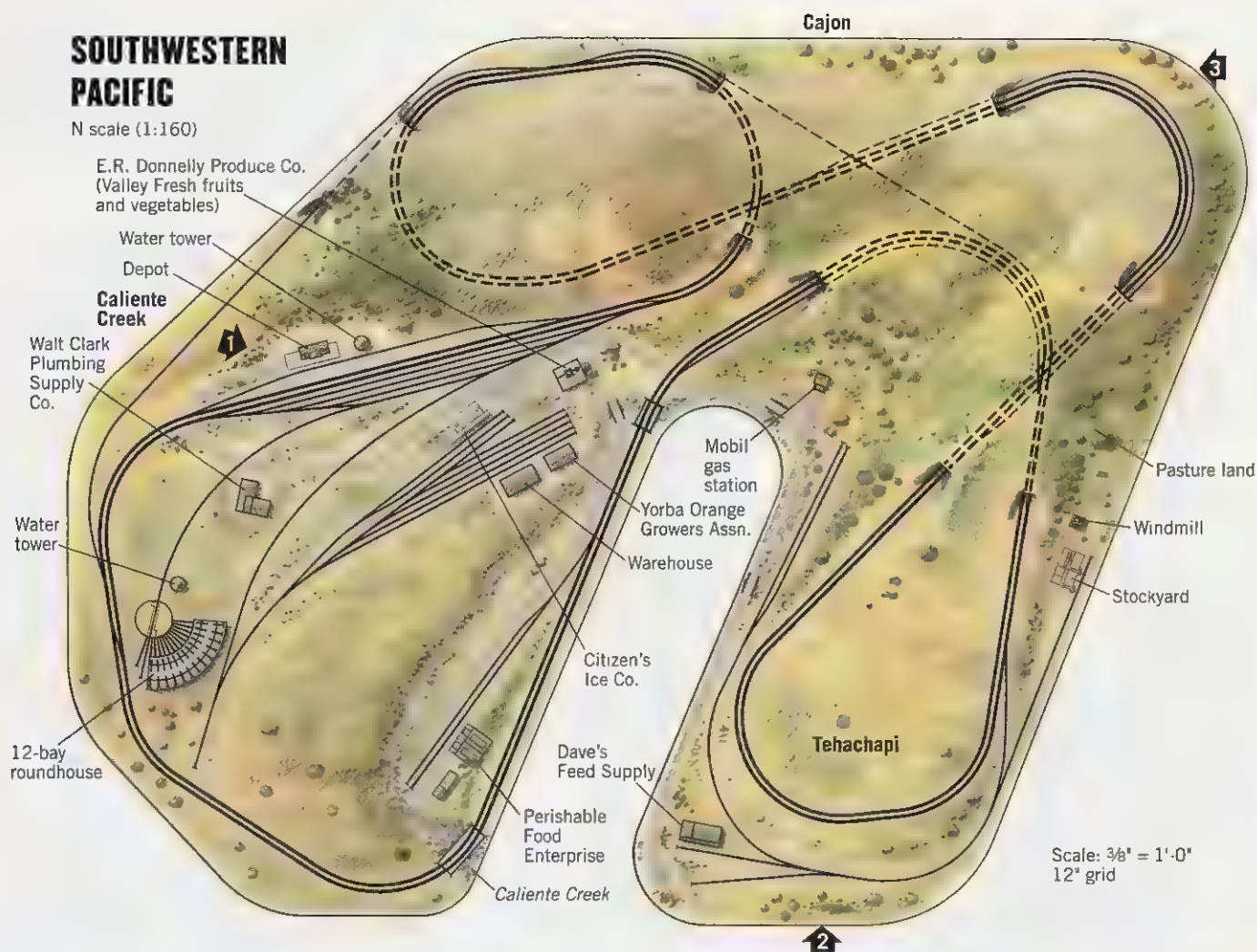


ILLUSTRATION BY RICK JOHNSON AND JAY SMITH

The layout at a glance

Name: Southwestern Pacific

Scale: N (1:160)

Size: 13'-6" x 18'-0"

Prototype: Atchison, Topeka & Santa Fe and Southern Pacific

Period: transition era

Locale: California mountains

Layout style: island with walk-in aisle

Layout height: 44"

Length of mainline run: 90 feet

Benchwork: sections built with birch plywood and glue; layout sides are finished cabinetry

Roadbed: Midwest 3mm cork

Track: Peco code 80

Turnout minimum: no. 8

Minimum radius: 20"

Maximum grade: 2 percent

Scenery: foam board with Hydrocal

Backdrop: brush-painted on wall by artist Sandee Zailliam-Cohrs

Controls: cab control with four Dallee throttles



A man of many scales

Dave became interested in railroading as a youth, when he watched trains in Sebastapol, Calif. During the 1970s, Dave began purchasing N scale trains and started modeling in the scale.

But N scale was only the start of Dave's model railroad collection. A layout around the Christmas tree inspired Dave to become involved in O gauge – and ultimately led to the layout along the perimeter of his train room.

And Dave's model train collection continues to grow. He has nearly 2,500 pieces of N scale rolling stock and 70 to 80 locomotives, as well as modern three-rail O gauge trains.

Constructing the layout

Dave wanted to operate as much of his N scale collection as possible, so Naim designed the Southwestern Pacific using every square inch of the train room he could.

But Naim had some factors to consider when designing the Southwestern Pacific. Since Dave is 6'-3" tall, the N scale layout needed to be high enough for him to operate. Naim also had to leave adequate aisleways between the N scale and O gauge layouts so Dave could have comfortable access to both.

"I did a pencil track plan which Dave overdrew in red pen to get the track plan and the layout's operation exactly as he wanted it," Naim says. "He also wanted some local industries and a yard where his switchers could assemble trains. As a railfan and from his years in model railroading, he has an interest in operation."

Because Dave frequently railfans at Tehachapi, he wanted the layout's scenery to represent the spaciousness of "the Loop." Naim re-created the vastness of Tehachapi by roughing in the scenery's contours with foam board. He cut the foam with a hot wire and sanded it into shape. Naim used a Hydrocal skin over the foam board to smooth out the layers.

Since the layout had to be transported, Naim built it in sections. He assembled the five sections and added the roadbed, track, and wiring. Once Naim had the layout nearly complete,

◀ **2.** Dave's Southwestern Pacific layout incorporates scenery and design elements from both Cajon Pass and Tehachapi Loop. Here, we see a meet on Tehachapi Pass between Santa Fe's *Grand Canyon* and a local freight. Dave's locomotive fleet is dominated by Atchison, Topeka & Santa Fe and Southern Pacific engines from the transition era.



▲ **3.** Santa Fe's *Grand Canyon*, in the striking warbonnet colors, emerges from a tunnel on the Cajon portion of Dave's Southwestern Pacific. The scenery, made from foam board, was covered with a Hydrocal skin to smooth out the layers.

he cut the mountains and other scenery so the sections could be disassembled for transport to Fresno. There, the pieces were reassembled, with track and wiring re-connected and the scenery replastered and repainted.

Naim then trimmed the layout with professional woodwork, much like that used on European museum layouts. He designed the Southwestern Pacific to both run perfectly and look elegant.

Into the future

Since his recent retirement, Dave has had time to add details to the layout. He also had Naim build a third layout for his train room – a ceiling-hung S scale layout.

Dave says he's happy with all three layouts Naim built for him – especially when he's moving a long freight out of the yards heading for the mountains. ♣

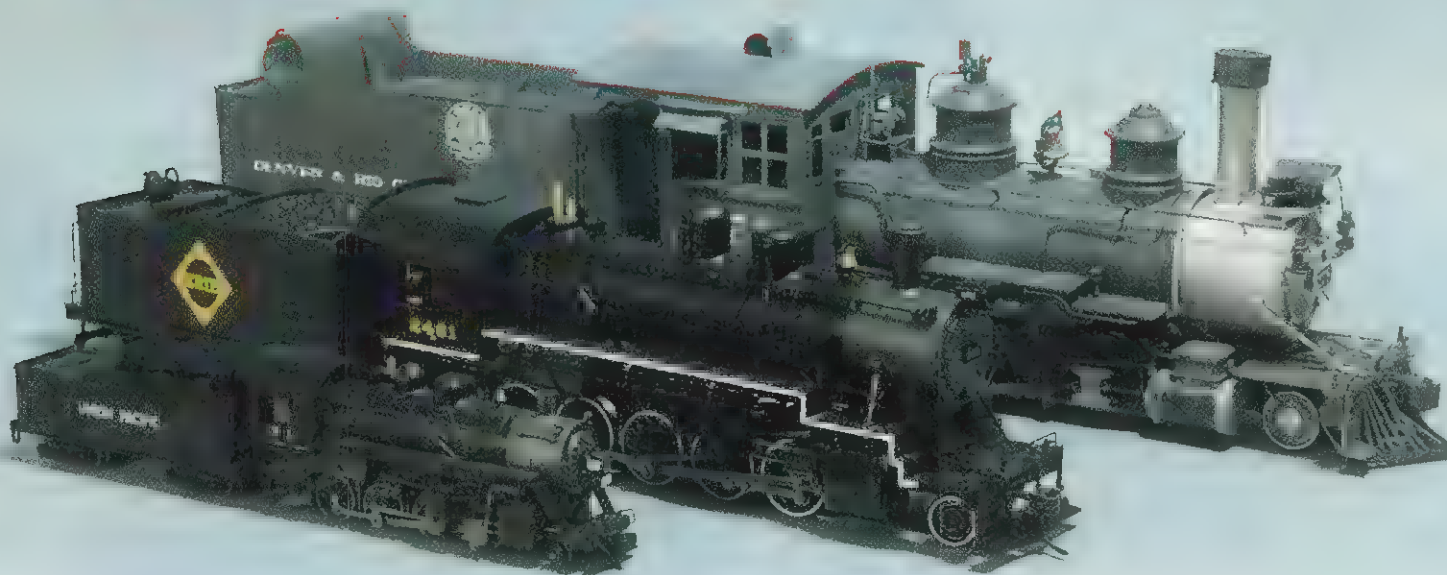


Meet Dave Sorensen

Dave Sorensen lives in Fresno, in California's San Joaquin Valley. He recently retired after 28 years in the packaging machinery industry, where he was a plant manager.

Dave and his wife, Marsha, enjoy traveling by rail. In his spare time, Dave enjoys following Fresno State athletics and professional sports.

SOUNDⁱⁿ 3 scales



Controllable digital sounds add another dimension to operation

By George Sebastian-Coleman
Photos by the author

I'm a great fan of sound for trains, so I jumped at the chance to try out a bunch of new items from SoundTraxx, including sound decoders that combine the functions of a Digital Command Control (DCC) decoder and a sound unit in one small package.

One of the decoders is a "drop-in" system for Bachmann's HO scale Russian Decapod. The second is an incredibly small sound decoder that fits in N scale locomotives, so I decided to add sound to Bachmann's N scale Consolidation. This new micro-decoder, rated at .9A, would also work in the On3 San Juan C-16 2-8-0 that I built for review in the March 2002 *MODEL RAILROADER*, so I went to work.

Common components

Each of the installations has the same basic components: a sound decoder, speaker, and bi-polar capacitor. It's important to remember the last item when figuring out where the components will fit. SoundTraxx includes the appropriate capacitor with the decoder. You can use any 8-ohm speaker in the .5 to 1-watt range.

The decoders all feature 14-, 28-, and 128-step speed control, programmable speed tables with 15 pre-programmed ones, and directional lighting that can be dimmed and turned on and off. There's also a choice of three steam whistles or diesel horns.

Thinking it through

Custom installations mean you need access to your locomotive's motor and electrical pickups and must find space to mount the decoder and speaker (they aren't necessarily in the same place).

Virtually all new locomotives have motors that are electrically isolated from the frames and that's the case with these models. (If you see only one wire

running to the motor you can be sure the other brush is grounded to the frame and you will have to insulate it.)

Figure out where the engine is picking up power from the rails and how power is getting to the motor. Usually you can just cut the leads to the motor and attach these to the red and black leads from the decoder, and attach the orange and gray leads from the decoder to the motor. Occasionally, as in this N scale installation, you'll choose to pick up power from another location.

Speakers can be placed anywhere there's room. That's usually in the tender on steam locomotives and in dummy units on diesels. If you can get the decoder and speaker into the same unit you're powering that's ideal.

A dream come true

Model train sound has come a long way from Lionel's whistling stations. The complete control over locomotive and sound that DCC offers is a dream come true for me. I hope this article inspires you to give DCC sound a try, whatever scale you model.

HO SCALE

HO drop-in sound

The HO Decapod installation is a good way to get your feet wet. The SoundTraxx component package for Bachmann's 2-10-0 is shown in fig. 1.

The B210LC has a circuit-board-style sound decoder that plugs into the NMRA eight-pin socket found on top of the PC board inside the Bachmann tender. Remove the factory-installed plug, gently bend the capacitor over (as described in the instructions), and push in the SoundTraxx board (see fig. 2). Solder a speaker lead to each of the rear corners of the original PC board.

Use heat-shrink tubing to insulate every solder joint you make. If you haven't used heat-shrink tubing, it's easy — just slip it over the wires, solder the connection, slide a piece of tubing over the joint, and shrink it in place using heat from your soldering iron.

The B210LC kit includes the capacitor, a 1" speaker, and a speaker enclosure kit. Parts are provided for two different enclosures that fit Bachmann's tender variations.

The tender's coal load is mounted with a single screw that I removed so I could free the casting. Then I trimmed the mounting post from the deck before gluing supports around the edge of the bunker. The ones on the side and rear rest on the floor of the bunker so they're self-aligning. However, the one on the coal doors has nothing to help locate it at the correct height. I cut a piece of stripwood roughly the length of the coal bunker, rested one end on an installed support, and eyeballed it level to locate the front support. Mount the speaker using the laser-cut circle of double-sided adhesive. See fig. 3.



Fig. 3 SPEAKER. After removing the original coal load, remove the support post from the deck and install the risers inside the bunker that support the speaker and its faceplate.



Fig. 1 HO SYSTEM. The drop-in sound system for the Bachmann 2-10-0 includes all of the electronic parts plus two versions of the speaker enclosure to cover all models of the engine.

Solder one speaker lead between the decoder and a leg of the capacitor (which I tucked under the decoder and in front of the post over the rear truck). Solder another lead to the other leg of the capacitor, and run it and the other speaker lead up through the hole near the coal doors and solder them to the speaker. The speaker and its faceplate fit snugly into the bunker.

Finally, randomly drill 50 to 60 no. 55 holes through the coal load from the top. I had my doubts about how this would look, but the holes are practically invisible. My coal load and faceplate are snug press fits, and I'm leaving them that way for ease of access.

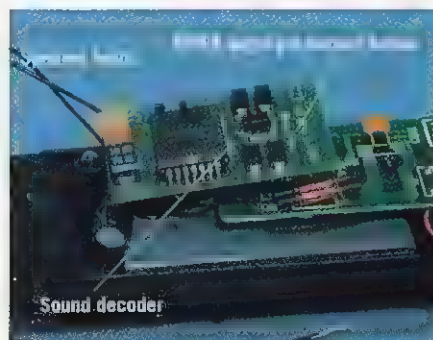


Fig. 2 DECODER. The decoder piggybacks on top of the original PC board's eight-pin socket. Solder the capacitor in series with the speaker and then connect the decoder.

Bill of materials

Miniatronics

561-K Acorn St.
Deer Park, NY 11729
www.miniatronics.com

50-001-02 2-pin micro-miniature connector
60-078-01 1/2" round eight-ohm speaker

SoundTraxx

210 Rock Point Dr.
Durango, CO 81301
www.soundtraxx.com

The DSD-090LC series decoders are rated for the following loads:

Motor stall current:

.9A maximum

Function Current:

100mA (each output)

Audio amplifier:

1W, 8Ω load

Track voltage:

16V maximum

Speakers

810083 3/8" round
810089 1/2" round
810107 3/8" speaker enclosure
810108 1/2" speaker enclosure
810112 1/2" x 1" small oval

Sound in N scale? No problem!

Installing the N scale system (fig. 4) turned out to be a breeze because the Bachmann 2-8-0's superstructure is so easily removed. Just pop the handrails loose under the cab, cant it up at the rear, disengage the ladders, and slide it off. But the real key is that the drawbar passes current from both rails forward to the engine and back into the tender.

With a tender-mounted decoder, I only needed two wires running between the tender and the locomotive for the motor. Four wires would be needed if I wanted to turn the headlight on and off, but DCC provides constant lighting, so I decided this was a good trade-off.

Tender modifications

The tender is a box within a box held together with the rear-truck screw. Disassemble the tender, discard the weight and remove the lug it was on, but save the rear truck mounting post.

The micro-decoder fits comfortably into the lower box, but the side walls of the upper box must be removed as shown in fig. 5. I used a razor saw to cut along the inside edge of the front and rear walls and then repeatedly scribed the side walls just below deck level with a sharp hobby knife and finally broke them out by flexing them.

SoundTraxx has $\frac{3}{8}$ "- and $\frac{1}{2}$ "-diameter speakers, matching enclosure kits, and a $\frac{1}{2}$ " x 1" oval speaker. The round speakers are rated at $\frac{1}{2}$ W each while the oval is 1W (the rated output of the decoder), so I used the oval speaker.

The oval speaker is slightly narrower than the coal load, but a little longer. The raised edge of the tender extends well back of the coal sheet, so I cut out the coal load and a little bit of the top deck, put in the speaker, and glued the coal sheet to the speaker's back edge.

The case of the oval speaker has screw holes at each corner. I notched

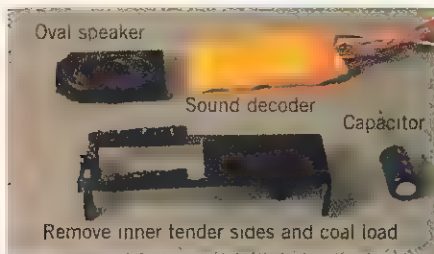


Fig. 5 TENDER MODIFICATION. The trimmed tender body allows the sound decoder and capacitor to fit snugly under the rear deck.

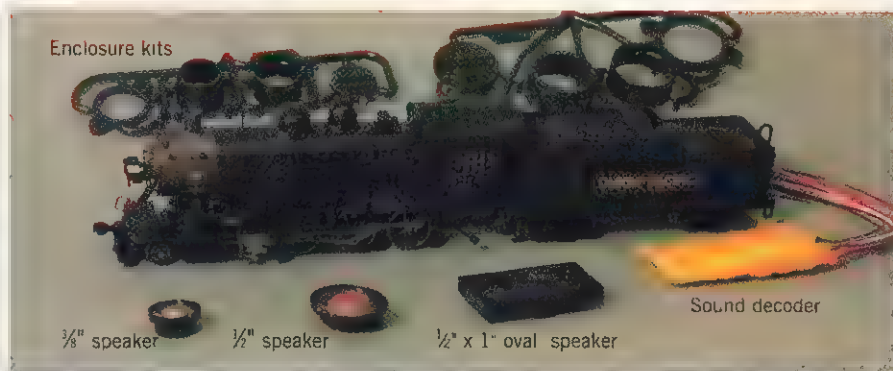


Fig. 4 N SCALE SYSTEM. Options for this installation included SoundTraxx's $\frac{3}{8}$ " and $\frac{1}{2}$ " round speakers with enclosure kits and a $\frac{1}{2}$ " x 1" oval speaker. George used the oval speaker.

the front corners of the speaker case so it would slide up to the coal doors between the tender water legs. Then I cut the opening through the coal load. A little filing produced a press fit for the speaker, which should match up with the bottom of the tender deck.

A pair of brass strips on the tender floor connect to the contacts on the drawbar, fig. 6. I cleaned the strips and quickly soldered the decoder's black and red leads to these strips. The orange and gray leads go to the motor.

One purple lead attaches directly to the speaker, the other goes to a small bi-polar capacitor and then the speaker. I positioned the capacitor between the rear wall of the tender and the mounting post and bent its leads to fit.

The micro-decoder has four other leads I didn't use: blue, white, and yellow for lights and brown for an exhaust cam. The SoundTraxx auto-chuff feature is quite good so I didn't bother trying to install a sound cam. Then I clipped the unused leads very short, put a drop of glue on the end of each as insulation, and reassembled the tender.

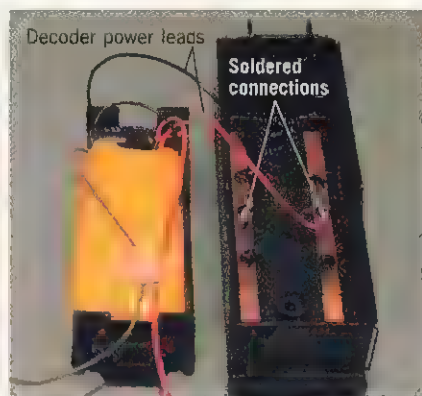


Fig. 6 POWER PICKUP. The decoder's red and black power pickup leads are soldered to the brass contact strips in the tender.

The last touch was disguising the top of the speaker with a piece of foam rubber with little chunks ripped out to produce a rough surface that I spray-painted gloss black to represent coal.

Wiring the motor

The drawbar connects the locomotive and tender with a semi-permanent coupling. Micro-connectors would add more bulk, so I wired the leads from the tender directly to the motor, thus making the coupling permanent.

The track current comes up through two wires to a pair of terminal clips under the sand dome. The headlight leads and motor leads are soldered together and pushed into the clips. I cut the motor leads, left the headlight alone, and covered the unused clips.

Since the original motor leads were still connected to the motor, I soldered the orange lead to the right-hand brush and gray to the left. I connected the tender and locomotive, ran the motor leads along the top of the firebox, and folded the extra length into the small recess alongside the brushes, fig. 7.

While this engine's whistle blast won't blow you out of the room, its quality and level of sound are in keeping with the middle-distance effect of watching N scale trains.

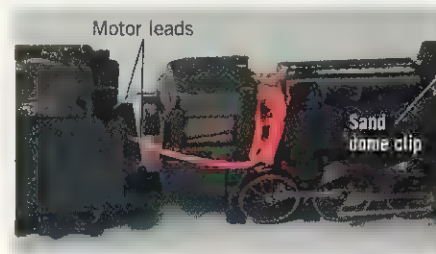


Fig. 7 WIRING. George left the stock headlight, but the blue and white decoder leads could be used to control the headlight.

On3 SCALE

Invisible sound in On3

The last installation is the most complex, however the process and the solutions will be useful in other scales. SoundTraxx's micro-decoder fits completely within the locomotive, which eliminates wires to the tender and puts the sound source where it belongs.

Decoder and speaker location

I sawed off about $\frac{1}{8}$ " of material from the top of the weight, so the decoder slips in above it. I could have used the $\frac{1}{2}$ " speaker SoundTraxx sent, but found a Miniaturics $\frac{7}{8}$ "-diameter speaker and $\frac{3}{16}$ "-thick enclosure fit into the smokebox ahead of the weight.



Fig. 8 DECODER SPACE. Trimming the weight made room for the sound decoder while the 1"-diameter speaker press fits on the end.

The speaker enclosure has two terminals (pins) sticking out the back. I drilled matching holes through the boiler weight, ran the speaker leads through them, and found the heat-shrink tubing insulating the connections created a nice press fit into the weight. The speaker has to be inserted sideways through the firebox opening and pressed into place before the assembly is slid forward into position. The capacitor fits into the smokebox above the speaker as shown in fig. 8.

I added a Miniaturics two-pin micro-connector to the speaker leads and another to the headlight lead so I can remove the superstructure without disconnecting the decoder.

Exhaust cam and wipers

This SoundTraxx micro-decoder is an LC model that can use a cam for exhaust synchronization. My On3 C-16 spends much of its time moving slowly, which makes exhaust synchronization very apparent. I installed the sound cam that came in the locomotive kit.

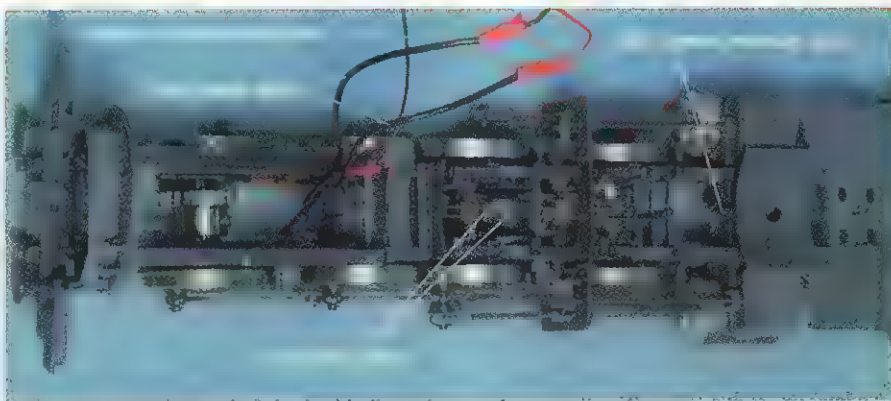


Fig. 9 CAM PICKUP. The cam pickups are a pair of .008" phosphor bronze wires running from the firebox to the cylinder saddle to deliver power to the cam and synchronize the exhaust.

Because the Consolidation's drivers have plastic centers, the cam needs two wipers: one supplying power from the right-hand rail, and the other leading to the decoder.

I ran two parallel .008" phosphor bronze wires through two holes in the firebox, across the metal cam, and into a block of .040" styrene in the steam chest. See fig. 9. In the firebox I bent one wire down to contact the model's phosphor bronze pickup strip and bent the other up and soldered it to the decoder's brown lead. As the metal cam turns, it activates the chuffing sound.

I left the long leads, fig. 10, on the decoder as the superstructure slides

onto the frame from the front. You need the extra wire to work the decoder in on top of the weight. Then the extra wire is tucked in alongside the motor.

I'm really pleased with having the speaker in the smokebox so it's producing the sounds right where they belong. In addition, the boiler tube seems to enhance the bass response, so now I'm thinking about adding SoundTraxx's tiny $\frac{3}{8}$ " speaker in the spark arrestor. ☛

► More on our Web site

To hear a sampling of the sounds produced by the HO Decapod equipped with the SoundTraxx digital sound decoder, visit our Web site at www.modelrailroader.com.

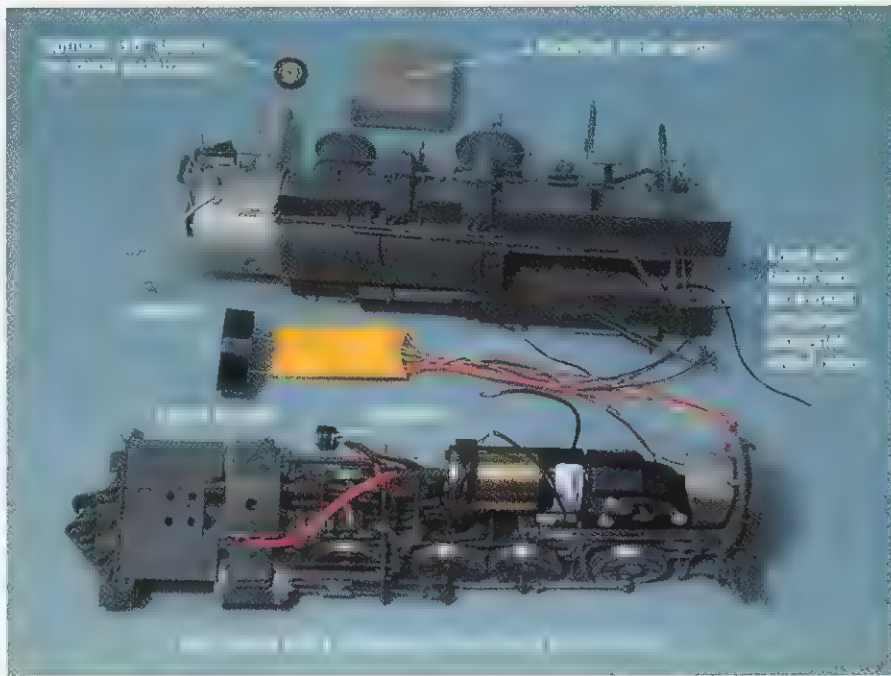


Fig. 10 On3 SYSTEM. Here's the general arrangement of the sound system components inside the San Juan C-16 boiler, except for some final wiring. The speaker fits into the boiler right over the cylinders while the decoder is slipped in on top of the weight.



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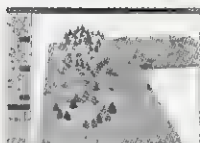
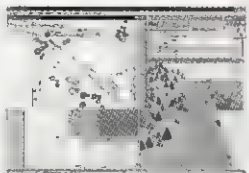
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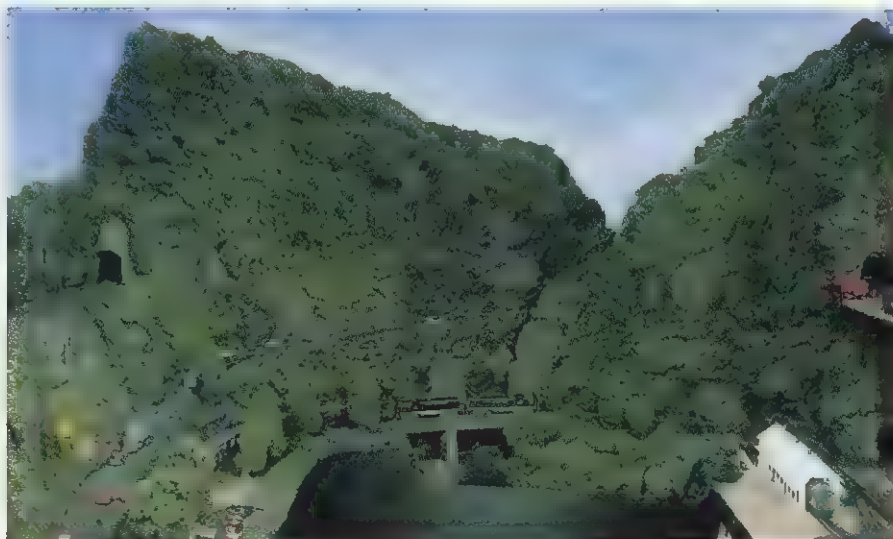
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Changes for a better layout

Lots of modelers have told me they were surprised to hear about Allen McClelland, Chuck Hitchcock, and Tony Koester dismantling their prominent layouts and starting over. It's apparent most folks shudder at the thought of removing completed sections of a layout, much less removing an entire layout after spending thousands of hours building it. But change can be good.

Transitions on the A&LS

I hadn't realized how many changes I'd made to my own HO scale Allegheny & Lackawanna Southern until some out-of-town visitors stopped by recently to see the railroad. One fellow asked if the track plan is still the same as the one published in the February 1994 issue of MODEL RAILROADER.

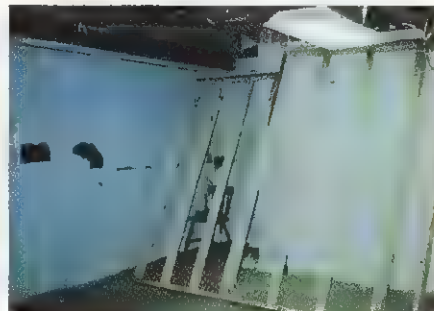
My response was yes, it's the basically the same. But the longer I explained what I'd done to the layout, the more I began to realize how many changes I'd actually made since 1994.

When I first designed the layout I, like so many modelers, had far too much track for the space I was working with. Among the first changes made to

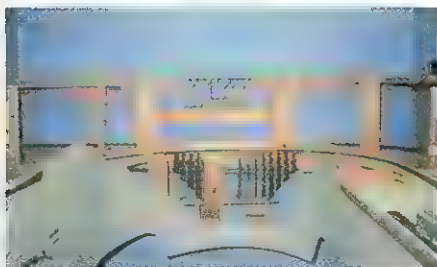
▲ This scene, well known to readers of Lionel Strang's column, turned out quite differently from the way Lionel originally built it. Making changes to a layout can enhance operation and use your new modeling skills.

the railroad was the removal of several sidings, which were replaced with West Virginia hillsides.

After a few years of operating I decided to lengthen the main line, so I relocated the workshop, and the train



▲ Lionel made the (painful at the time) decision to remove a 2 x 18-foot section of completed layout. The new section of layout would follow the linear design of the rest of his A&LS, so he built a new divider wall.



▲ This shows Lionel's original intention for the new area of his layout. He decided no amount of scenery could make this scene look realistic, so it was back to the drawing board. He ran the upper track through the wall.



▲ When Lionel originally designed the layout he tried to include too much. On the left is an area where he wanted a logging camp, but there wasn't enough room for track there. Eventually trees would cover the area.

room gained 300 square feet. This was the biggest decision I made, because I had to remove a 2 x 18-foot section of completed railroad.

Also, my 2½ x 20-foot main yard has been torn up and redesigned three or four times. I've rebuilt the staging yards twice and added interchange tracks.

Change is good

What does all this mean? Change is a constant in life and I don't think it's possible to build a layout without it.

In the 12 years I've been working on my present layout I've seen my son go through school and experienced countless other changes in my life. So why would I expect to spend this much time on a singular project and not be faced with decisions that lead to changes?

If you're considering making changes to your layout, I say, why not? You'll be happier in the long run and end up with a better railroad than you dreamed about when you started. And chances are your modeling skills have improved since you began. I know I'll be making many more changes to my A&LS, and I'm convinced this is a good thing. ☐

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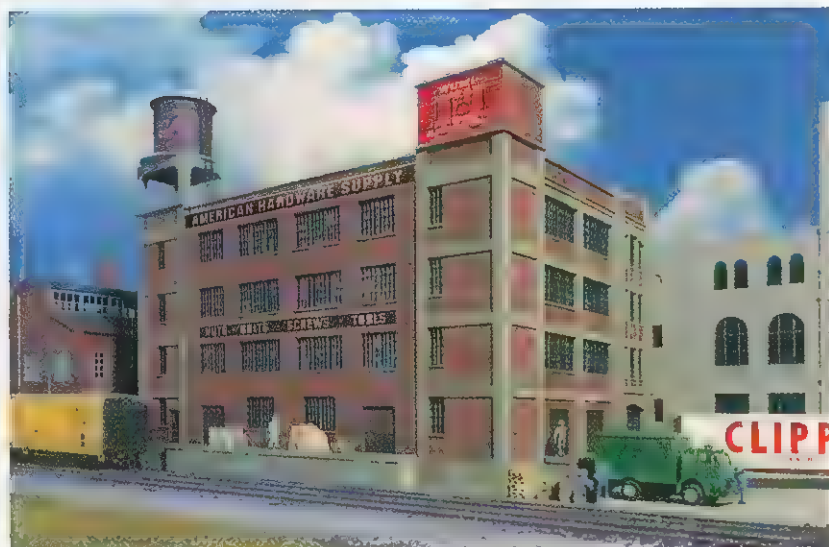
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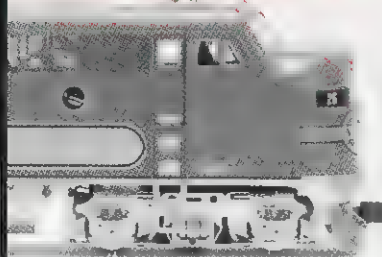
Rear view of building shows loading docks for busy railroad and truck operations. Colorful decals are included.



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Doe River Gorge steam

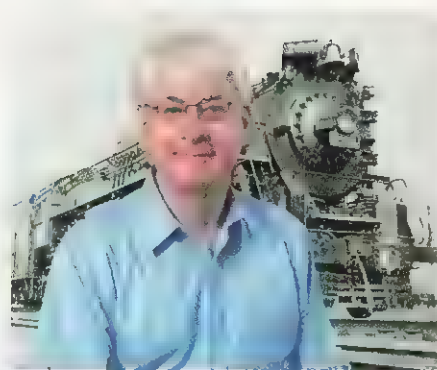
Commentary by Tony Koester

I tend to be an optimist, but I never, ever thought I'd ride behind steam through the Doe River Gorge past Pardee Point. But I did.

Fond as I am of the former Nickel Plate Road, I also have a deep admiration for narrow gauge railroads. I've ridden on slim-gauge lines from coast to coast and in several other parts of the planet.

Among them is the East Tennessee & Western North Carolina, a three-foot-gauge railroad that ran just where its name said it should. It just couldn't compete with trucks and busses running over ever-improving highways.

While it lasted, however, it offered a chance to ride through some of the most spectacular scenery in the East. Most notably, it sneaked through the Doe River Gorge, an innocently named but extremely potent obstacle to trans-



portation that lies southeast of Johnson City and Elizabethton (say Eliza-BETH-ton), Tenn.

After the railroad folded its tent in 1950, only hikers could enjoy the sights that were familiar to ET&WNC crews and a modest number of daily riders from the hills into the "big city." An abortive attempt to run a tourist line through the gorge a few decades ago didn't pan out, and with it died the last opportunity to ride on rails through the Doe River Gorge, let alone behind steam. Or so we thought.

Just riding behind ET&WNC steam is much easier. Go to Boone, N. C., then head south a few miles toward Blowing Rock and you'll drive right by the Tweetsie RR, a Wild West theme park that offers rides behind either ET&WNC Ten-Wheeler no. 12 - the locomotive Bachmann made famous as its large scale "Big Hauler" - or an ex-White Pass & Yukon 2-8-2.

The ET&WNC Historical Society meets annually in Boone. Attendees regularly ride behind no. 12 to experience the sights, sounds, and smells of an authentic ET&WNC steam locomotive.

Remarkable as that experience is, we couldn't help but wonder what it was like to ride behind steam along a ledge above the roaring Doe River.

Meanwhile, the ET&WNC right-of-way at the entrance to and through the gorge was acquired by a

Little train, BIG canyon: The Vulcan-built 2-4-4T is nearing Pardee Point in Tennessee's spectacular Doe River Gorge on a beautiful afternoon in June 2002.



TONY KOESTER

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nondenominational Christian youth camp. The camp has been highly successful and also hosts corporate conferences and retreats. When I was there last June, it was packed with some of the happiest kids I've ever seen.

Terry Maughon, who'd been inspired to locate a youth camp there after hiking up the right-of-way in the gorge, wanted to rehabilitate the railroad to enhance the camp's attractions, but lacked railroad experience and funding.

Several others then entered the picture, including Mark Milbourne and Phil Raynes. They got the railroad running again in the late 1990s. The first locomotive to re-enter the gorge was a five-ton Plymouth gas-mechanical with an engine furnished by the East Tennessee Ry., the ET&WNC's standard gauge successor. Things were looking up.

The big break came in 2000 when a 1920 Vulcan steam locomotive named *Rachel* became available after the closing of the Opryland park in Nashville. A tireless and highly motivated Ken Riddle contacted Eric Westin of Gaylord Enterprises, owner of the locomotive. Eric agreed to let the engine come to Tennessee to power trains through the Doe River Gorge. By the fall of that year, the 2-4-4T brought the magic of steam back to the canyon.

In June 2002 I was on a train packed with ET&WNC fans and others who were simply fascinated to be riding a steam train through the most beautiful scenery ever traversed by a narrow gauge railroad east of the Mississippi.

The ride began near Hampton, Tenn., just off U. S. 19E, where the north entrance to the gorge is guarded by a looming rock wall penetrated by Tunnel 2. With the river far below on the left, the train snaked along the gorge and through Tunnel 3 before reaching Pardee Point, a towering edifice of severely folded sedimentary rock made famous by ET&WNC publicity photos.

I never, ever thought I'd see Pardee Point from a seat on a steam-powered passenger train. But thanks to the hard work of a handful of dedicated people, I did. Thank you!

To learn more about Doe River Gorge, the camp, and the train ride, call 423-725-4010. ☐

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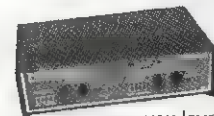
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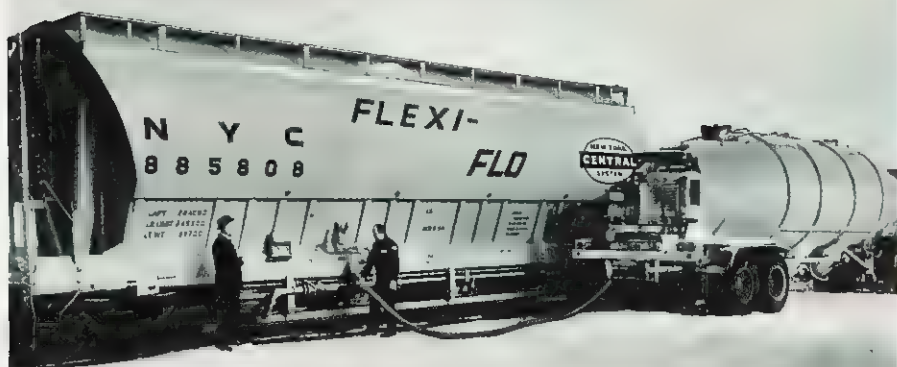
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Prototype Info

Conducted by David Popp

NYC Flexi-Flo covered hoppers



NEW YORK CENTRAL

Q. Recently I saw a photo of a New York Central Flexi-Flo cement hopper. Can you tell me a little about the cars and how many roof hatches they had?

JAMES WILKINSON, MAUMEE, OHIO

A. The New York Central Flexi-Flo cement hopper you saw is an American Car & Foundry Pressure-Differential covered hopper. This type of freight car uses air or other gases compressed to 15 psi to pressurize the hopper when unloading dry materials from the car.

The NYC ordered a total of 220 of the 3,500-cubic-foot, 125-ton cars in three batches from ACF between 1964 and 1966 with only some slight variations. Cars 885800 to 885824 were built in 1964 and featured a distinctive ribbed bracing at the base of the hopper (as shown in the photo above). In 1965 the NYC ordered 75 additional cars, nos. 885825 to 885899. The 1966 order for the last 120 cars had two large

This promotional photo for the New York Central's Flexi-Flo program from 1965 shows how simple it was to transfer material from one of its new ACF pressure-differential cement hoppers to waiting trucks. Using compressed air to move the dry cement, a truck trailer like this one could be loaded in about ten minutes.

horizontal ribs instead of the single rib and 16 vertical support posts from the earlier orders. These cars were numbered 885680 to 885799.

The 1966 *Car & Locomotive Cyclopaedia* (Simmons-Boardman Publishing Co.) lists the cars as being 46'-6 1/4" long, 10'-7 3/4" wide, and 15'-0 1/2" high over the trucks. The cars had three round hatches on the roof for loading and weighed 244,800 pounds fully loaded with dry cement. They rode on 125-ton roller-bearing trucks with 38" wheels. — David Popp, associate editor



CODY GRIVNO

These BNSF Johnstown America BethGon Coalporters, passing through Staples, Minn., have their rotary coupler ends identified by a black stripe painted on the end of the car.

Q. Colorful coal cars: When did railroads start to paint the ends of coal cars in a contrasting color, and what does the color mean?

JEAN MARIE SYX, MENEN, BELGIUM

A. Railroads began painting the ends of coal cars to signify which end had the rotary coupler in the early 1960s, when unit coal trains started becoming common practice.

The unique marking helps train crews orient the car properly to be dumped in a rotary dumper. There must be one rotary coupler connected at each end in order to let the car spin over the pit. (Some dumpers can

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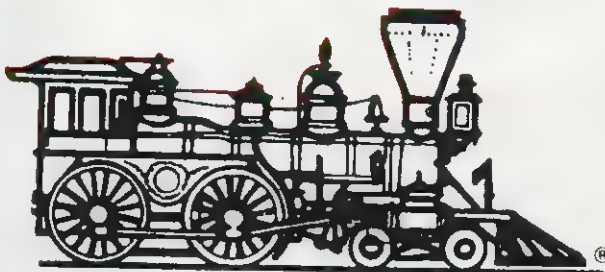
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February 15-16 Portland, OR
February 15-16 Dayton, OH

February 15-16 Norfolk, VA
February 22-23 Denver, CO
February 22-23 St Petersburg, FL
March 1-2 Sacramento, CA
March 1-2 Kansas City, MO
March 1-2 Jacksonville, FL

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Prototype Info

handle two cars at once and can accept the occasional odd pair.) When you see a unit coal train like the Burlington Northern Santa Fe cars in the photo on page 127, all of the colored ends will usually be facing the same direction. — *Cody Grivno, assistant editor*



CODY GRIVNO

This ex-Garvey Grain PS-2 covered hopper, seen here in the Minnesota Northern RR Yard, Crookston, Minn., now sports HS reporting marks for its new owner, the Hartford & Slocomb RR.

Q. HS reporting marks: Recently I saw some boxcars with the reporting marks HS. There was no other name on the cars. Can you provide any information on who owns these cars?

MARK RICK, OAK CREEK, WIS.

A. The boxcars you saw with the HS reporting marks belong to the Hartford & Slocomb RR of Knoxville, Tenn. According to the April 2001 edition of the *Official Railway Equipment Register* (R. E. R. Publishing Corp.), the H&S has 22 miles of track, two locomotives, and more than 9,000 freight cars — primarily boxcars and covered grain hoppers — with a lesser amount of flatcars, refrigerator cars, and gondolas. However, not all Hartford & Slocomb cars have the HS reporting marks. Some are lettered FRDN and LNAC. (One is left to wonder what the H&S would do if all 9,000 cars, some 85 miles worth, showed up on the road's home rails at the same time!)

For more information about reporting marks, visit the National Railway Historical Society's Web site at www.nrhs.com. The organization provides a database that includes a comprehensive list of former and current railroad reporting marks — C. G.

Q. Covered up class lights: Have many railroads stopped using classification lights on locomotives? I've noticed that the Union Pacific has been covering them up on older units.

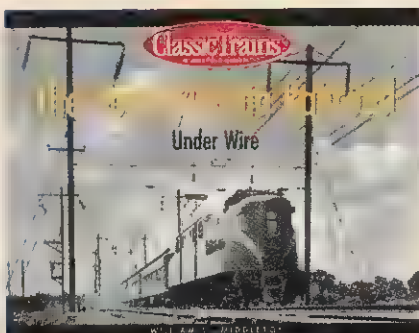
BRAD HUFNAGEL, ST. LOUIS, MO.

A. Though there are still a few out there, most railroads no longer use classification lights in the United States and Canada. Many are covering them over



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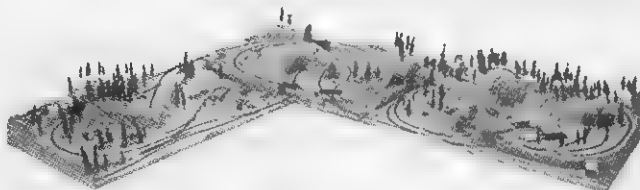
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Prototype Info

on older equipment and ordering new locomotives without them.

Class lights were used in conjunction with timetable and train order operation. Green lights indicated that additional sections of a scheduled train were following the one in the timetable (the last section displayed no class lights). White lights were used to identify extra trains not scheduled in the timetable. On some roads there was also a red lamp to act as a marker light for trains or engines running in reverse.

Since most railroads no longer use timetable schedules and have adopted other methods to move trains – such as Centralized Traffic Control (CTC) and radio dispatching – classification lights have become obsolete. – D. P.



GMD

Canadian National 801 is one of six 42"-gauge G8s General Motors Diesel built for the CN in 1956. Note the smaller-diameter wheel on the center idler axles.

Q. Canadian National's G8s: In his book *Locomotives from London*, author Peter Cox says Canadian National's 11 G8 diesel locomotives were an export model re-gauged for domestic use. Why did the CN purchase these units and where did its G8s operate?

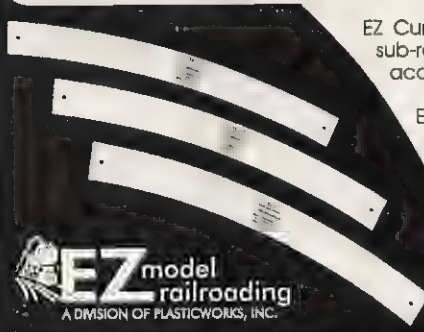
SHANE CLAYTON, WOODSTOCK, ONT.

A. In 1954 Canadian National purchased five standard gauge GMD G8 locomotives (nos. 850-854) for its light-rail branch lines. Two years later, CN ordered more G8s (nos. 800-805) in a narrow gauge version for its 42"-gauge lines in Newfoundland. With its 567-series diesel engine generating 875 horsepower, and its A1A-A1A trucks to spread out the axle load, the G8s were well suited for these duties.

All the units were built at General Motors Diesel (Electro-Motive Division's Canadian subsidiary) in London, Ontario. By the mid-1960s, CN had removed the idler axles from its standard gauge locomotives. – Paul Schmidt, contributing editor, *Trains.com*

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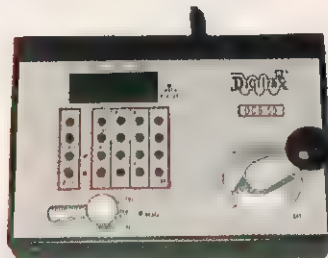
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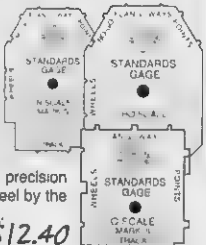
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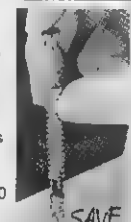
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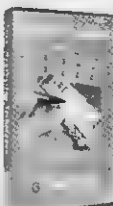
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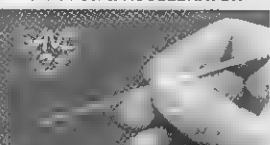
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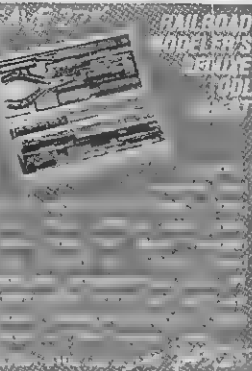
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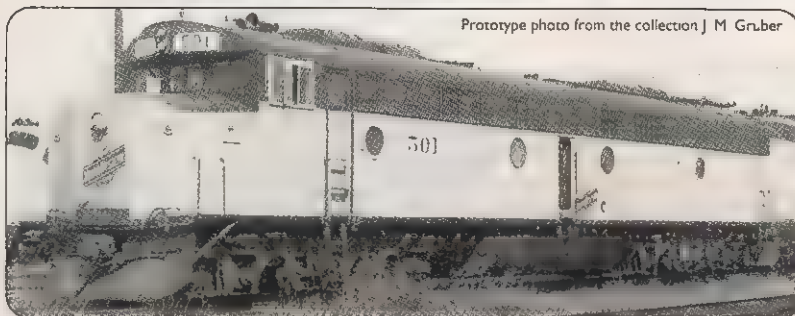
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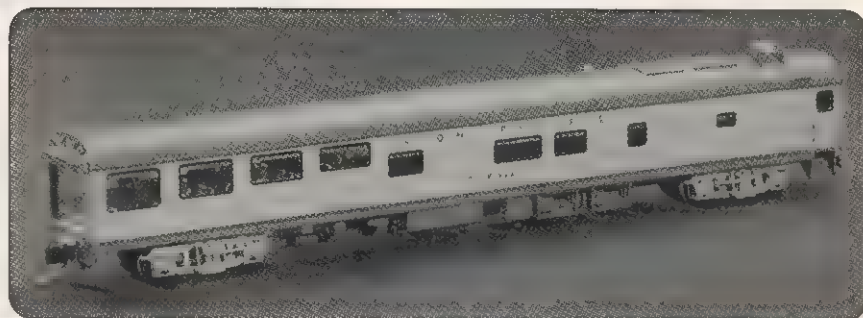


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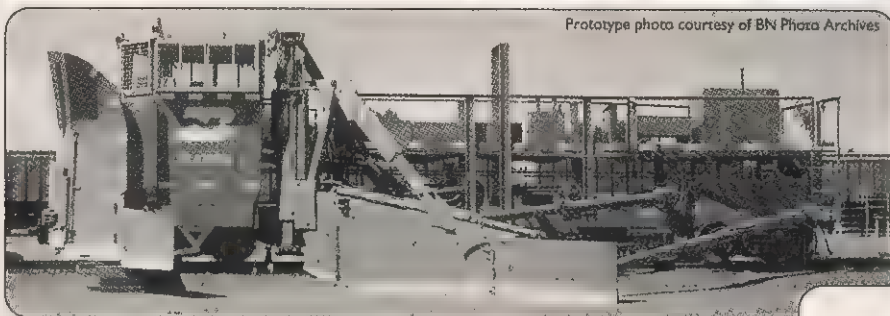


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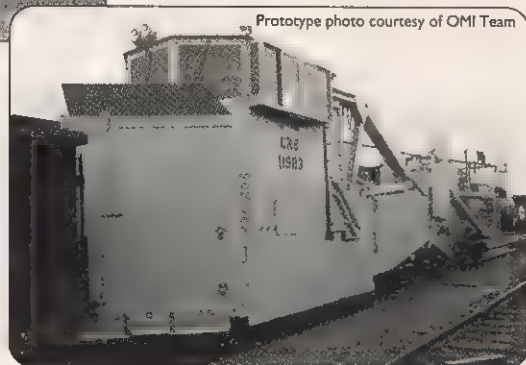
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Coming Events

Compiled by Nancy Bartol

Show dates, times, and locations occasionally change. Confirming a show's details before driving any distance is recommended.

Notices of model railroading events are published at no charge. Information must be in our office 90 days before the event. To be published, notices must include all the following information:

1. State
2. City
3. Sponsoring organization and name of the event, meet, show, auction, or open house
4. Date
5. Location
6. Time
7. Admission
8. Name and phone number of person to contact for information
9. Name and phone number of person sending the information.

Mail to Coming Events, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, fax 262-796-1142, or e-mail events@mrmag.com.

NATIONAL CONVENTIONS

Texas, Houston: Houston N Scale Convention – Jan 4-8. Adam's Mark Hotel, 2900 Briarpark Dr. #125. Marty Giesecke, 832-355-6505.

Canada, Ontario, Toronto: National Model Railroad Assn. Convention – Jul. 13-20. International Plaza Hotel, 655 Dixon Rd. Registrar, 905-560-6414.

ARIZONA

Tucson: Great American Train Show – Jan. 25-26. Pima County Fairgrounds, 11300 S. Houghton Rd. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

CALIFORNIA

Anaheim: Great American Train Show – Jan. 4-5. Anaheim Convention Center, 800 W. Katella Ave. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

Bakersfield: Golden Empire Historical and Modeling Society Model Train Show and Swap Meet – Jan. 18-19. Kern County Fair, 1142 South P St. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$5; under 13 free w/adult. Doug Wagner, 661-589-0391.

Hayward: Golden Gate Lionel Railroad Club Train Show and Sale – Jan. 19. Centennial Hall, 22292 Foothill Blvd. 11 a.m. to 4 p.m. \$5; under 12 free. G. McClellan, 650-345-9930.

Ontario: All Brass Model Train Show – Jan. 19, 222 N. Vineyard. 10 a.m. to 3 p.m. \$8. Salim, 818-241-1785.

Point Richmond: Golden State Model Railroad Museum Operating Season – Saturdays and Sundays through December. 900-A Dorman Dr. Noon to 5 p.m. \$3; sr. citizens and children \$2; family \$7. Golden State MR Museum, 510-234-4884.

San Diego: San Diego MR Museum Operating Exhibit – Tuesdays through Sundays. Balboa Park, Casa de Balboa Building, 1649 El Prado. Tue.-Fri. 11 a.m. to 4 p.m., Sat. and Sun. 11 a.m. to 5 p.m. First Tuesday of the month free. \$4; sr. citizens \$3; students, military \$2.50, children under 15 free. San Diego MR Museum, 619-696-0199.

San Diego: San Diego MR Museum Swap Meet – Jan. 4. Balboa Park, Casa de Balboa Building, 1649 El Prado. 7 a.m. to 11 a.m. \$2. San Diego MR Museum, 619-696-0199.

San Rafael: Great American Train Show – Dec. 28-29. Marin Center, 10 Avenue of the Flags. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

Santa Barbara: Great American Train Show – Jan. 11-12. Earl Warren Showgrounds, Hwy. 101 and Las Positas. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

COLORADO

Denver: Denver Society of Model Railroaders Open House – Jan. 31. Denver Union Station, 1701 Wynkoop St. 7 to 9:30 p.m. Free. Ben Zwiebecker, 303-572-1015.

Denver: Denver Society of Model Railroaders Open House and Articulated Steam Review – Dec. 27. Denver Union Station, 1701 Wynkoop St. 7 to 9:30 p.m. Free. Ben Zwiebecker, 303-572-1015.

Estes Park: NMRA Rocky Mountain Region Estes Valley Div. Rails in the Rockies Train Show – Jan. 18-19. Estes Park Conference Center, 101 S. St. Vrain. Sat. 9 a.m. to 6 p.m., Sun. 9 a.m. to 4 p.m. \$5; under 12 free w/adult. Jack Dreibus, 970-586-4532; arhoward@concentric.net.

Lakewood: Foothills Society of Model Railroaders Model Railroad and Toy Train Swap Meet – Jan. 18. Christ on the Mountain Church, 13922 W. Utah Ave. 9 a.m. to noon. \$2.50. Maynard Rorman, 303-985-4362.

CONNECTICUT

New Haven: New Haven RR Company Annex Train Show – Jan. 19. Annex Club Hall, 554 Woodward Ave. 9:30 a.m. to 2:30 p.m. \$4; under 12 free w/adult. Frank Schiavone, 203-467-3133.

DELAWARE

Delmar: DelMarVa Model Railroad Club Open House – Jan. 11-12, 18-19. 103 E. State, Camelot Hall, second floor. Sat. 11 a.m. to 5 p.m., Sun. noon to 5 p.m. Free. Bill Shehan, 410-742-9325.

FLORIDA

Cocoa Beach: Prototype Rails Modeling Meet – Jan. 10-12. Hilton Hotel Cocoa Beach Oceanfront, 1550 N. Atlantic Ave. Fri. 2 p.m. to midnight, Sat. 9 a.m. to midnight, Sun. tours. \$25. Mike Brock, 321-453-4140; brockm@brevard.net.

Deland: Railfair Model Train and Railroad Artifacts Show – Jan. 25. Volusia County Fairgrounds, SR44 and I-4, exit 56. 9 a.m. to 4 p.m. \$5; under 13 free. Charles W. Miller, 703-536-2954; alabar91@aol.com.

Miami: Historical Museum of Southern Florida Exhibition – through January. Miami-Dade Cultural Center, 101 W. Flagler St. Mon.-Sat. 10 a.m. to 5 p.m., Sun. noon to 5 p.m. \$5; 6-12 \$2; under 6 free. 305-375-1492.

Tampa: Great American Train Show – Dec. 28-29. Florida State Fairgrounds, Gate 2, Martin Luther King Blvd. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

GEORGIA

Savannah: Coastal Rail Buff Model Railroad and Train Show – Jan. 18-19. Savannah Mall, 14045 Abercorn St. Sat. 10 a.m. to 6 p.m., Sun. 10 a.m. to 4 p.m. \$4, sr. citizens and students \$3; under 12 free w/adult. Ken Huffman, 912-927-4976; railbuffs@sabrelink.com.

ILLINOIS

Elmhurst: Elmhurst Model Railroad Club Open House – Every Friday and Sunday. 111 E. First. Fri. 7 to 10 p.m., Sun. 1 to 4 p.m. Free. Dan Hollis, 630-833-7452.

Rockford: Rock River Valley Div. Meet – Jan. 5. Midway Village and Museum Center, 6799 Guilford Rd. 12:30 p.m. \$2. Joe Whinnery, 815-398-8973.

Villa Park: Scale Model Railroad Swap Meet – Jan. 10. Villa Park VFW Hall, 39 E. St. Charles Rd. \$4; under 12 free w/adult. 847-702-0811; info@psmr.org.

Wheaton: Great Midwest Train Show – Jan. 12. DuPage County Fairgrounds, County Farm and Manchester. 10 a.m. to 4 p.m. \$7; under 12 free. Great Midwest Train Show, 702-252-0334; info@gats.com.

INDIANA

Highland: Illiana Train Club Open Meet – Jan. 14. Larc West Development Ct., 9600 Kennedy Ave. 7 to 8:30 p.m. \$1. 219-924-5534.

Indianapolis: Great American Train Show – Jan. 18-19. Indiana State Fairgrounds, 1202 E. 38th St. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334.

Noblesville: NMRA Midwest Region, Central Indiana Div. Train Show and Meet – Jan. 26. Hamilton County 4-H Expo Center, 2003 Pleasant St. 10 a.m. to 4 p.m. \$3; under 13 free w/adult. Larry Gilbert, 765-779-4039.

IOWA

Central City: Eastern Iowa Model Railroaders Train Show and Swap Meet – Jan. 19. Central City High School. 10 a.m. to 4 p.m. \$3; under 13 free. Don Earll, 319-393-2691.

Council Bluffs: Greater Omaha Society of Model Engineers Open House – Sat. and Sun. in December. Rails West Museum, Rock Island Station, 16th and Main. 1 to 5 p.m. \$3; 6-12 \$1.50; under 6 free. C. Lloyd Chandler, 402-895-0296.

KENTUCKY

Louisville: Great American Train Show – Jan. 11-12. Kentucky International Convention Center, 221 Fourth St. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

MARYLAND

Baltimore: Baltimore Society of Model Engineers Open House – Dec. 29-Jan. 1, Sundays in January. 225 W. Saratoga St., third floor. 1 to 5 p.m. Donation. James E. Berg, 410-837-2763; jberg@bcpl.net.

Baltimore: Triangle & Western Model Railroad Club Open House – Dec. 28-29, Jan. 4-5. 8622 Belair Rd. Noon to 5 p.m. 410-256-9037 (Tue. etc.).

Easton: Elks Lodge Train and Toy Show – Jan. 18. Easton Elks Lodge, Dutchmans Ln. 9 a.m. to 3 p.m. \$3; under 12 free. Jim Halsey, 410-822-6843.

Frederick: Frederick County Society of Model Engineers Open House – Sundays in January. 419 E. Patrick St. (rear of Wayside Radio and TV). 1 to 4 p.m. Donation. James Devilbiss, 301-662-5784; wa3fuj@aol.com.

Hagerstown: Hagerstown Roundhouse Museum Trains of Christmas Show – Fri., Sat., Sun. through Feb. 16. Hagerstown Roundhouse Museum, 300 S. Burhans Blvd. 1 to 5 p.m. \$3.50; under 13 50 cents. Bill Knode, 301-733-3638.

Continued on page 138

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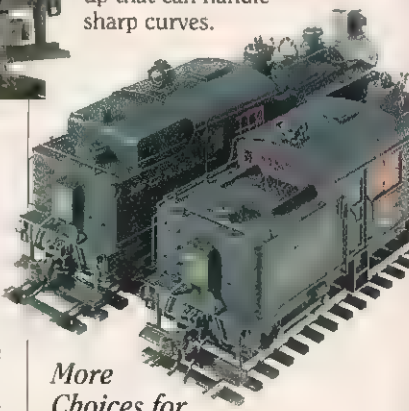
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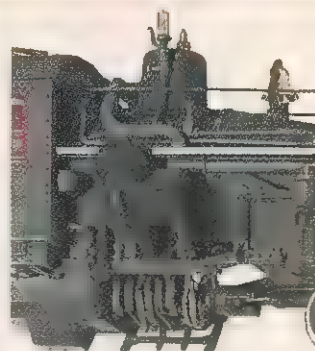
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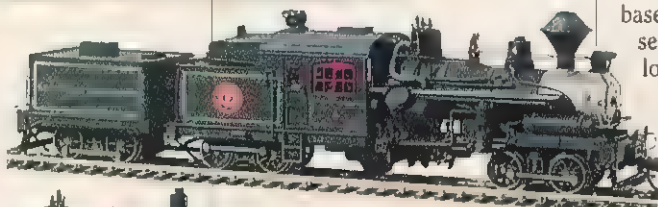
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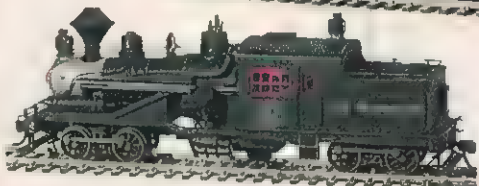
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 635-5468 St. Regis Paper Co.
 635-5469 Cass Scenic Railway
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 635-5474 Undecorated *Just Announced*



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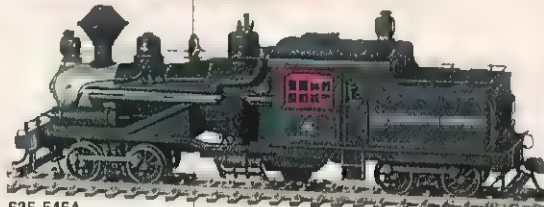
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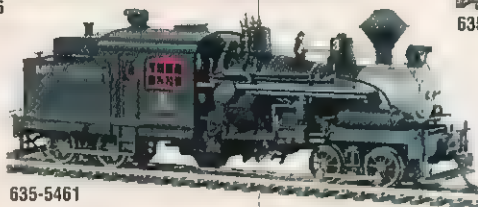
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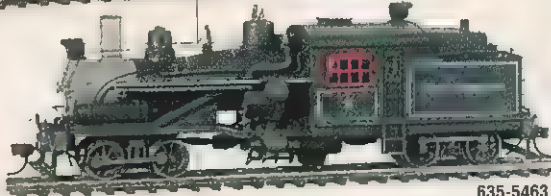
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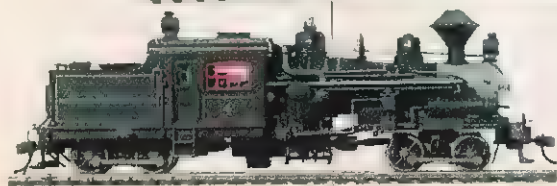
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 635-2319 Weyerhaeuser Timber
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Coming Events

Continued from page 135

Severna Park: Balto-Annapolis Train and Toy Show – Jan. 12. Earleigh Heights Firehouse, Gov. Ritchie Hwy. and Earleigh Heights Rd. 9:30 a.m. to 1:30 p.m. \$4; under 10 free. Harry Belsinger, 410-285-5809; frenchst@bellatlantic.net.

Sykesville: Sykesville & Patapsco Railway Open House – Jan. 4-5. 730 Oklahoma Ave. 1 to 5 p.m. Free. Mark Bennett, 410-795-3157

Timonium: Great Scale Model Train Show and All-American Hi-Rail and Collectors Train Show – Jan. 25-26. Maryland State Fairgrounds, I-83, exit 17E. Sat. 9 a.m. to 4 p.m., Sun. 10 a.m. to 4 p.m. \$6; under 13 free; family \$12. Howard Zane, 410-730-1036

MASSACHUSETTS

Fall River: Old Colony and Fall River Railroad Museum Railroad Show – Jan. 19. BMC Durfee High School Gym, 360 Elsbree St. 10 a.m. to 4 p.m. \$3; 2-12 \$1; under 2 free. Jay Chatterton, 508-674-9340; railroadajc@aol.com.

Leominster: Model Railroad Show – Jan. 26. Elks Lodge, 134 N. Main St., Rt. 12. 10 a.m. to 3 p.m. \$3; children free. Peter Der Sarkisian, 781-944-0038 (eve.).

Wenham: Wenham Museum Meet – Jan. 4-5. Buker Middle School, School St. 10 a.m. to 4 p.m. \$4; 6-14 \$1; family \$9. Ben Merry, 978-468-2377.

Wenham: Wenham Museum Model Railroad Exhibit – through Jan. 12. Wenham Museum, 132 Main St. Tue.-Sun. 10 a.m. to 4 p.m. \$5; sr. citizens \$4; 2-16 \$3. Ben Merry, 978-468-2377.

MICHIGAN

Grand Rapids: Riverbend Model Railroad Club Show – Jan. 18. Lincoln Country Club, 3485 Lake Michigan Dr. 10 a.m. to 3:30 p.m. \$3. Jerry Frye, 616-538-6069.

Novi: Great American Train Show – Jan. 25-26. Novi Expo Center, 43700 Expo Center Dr. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com

Novi: Toy and Hobby Expo – Dec. 27-29. Novi Expo Center, 43700 Expo Center Dr. Fri. 5 to 9 p.m., Sat. 9 a.m. to 7 p.m., Sun. 10 a.m. to 3 p.m. \$6; 4-12 \$3. R. R. Promotions, 734-455-2110; rrpromo@ameritech.net.

Redford: St. Robert's Men's Club Old Toy and Train Show – Jan. 26. St. Robert Bellarmine School Gym, Inkster Rd. at West Chicago. 12:30 to 4 p.m. \$3; family \$6. Ray Nikolai, 313-277-2419

MINNESOTA

Shakopee: Great American Train Show – Dec. 28-29. Canterbury Park, 1100 Canterbury Rd. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

St. Paul: Twin City Model Railroad Museum Model Railroad and Hobby Sale – Jan. 11. Bandana Square, 1021 Bandana Blvd. E., Ste. 222. 9 a.m. to 3 p.m. Free. Twin City Model Railroad Museum, 651-647-9628

St. Paul: Twin City Model Railroad Museum Holiday Express Exhibit – Dec. 26-27, 30. Bandana Square, 1021 Bandana Blvd. E., Ste. 222. 11 a.m. to 7 p.m. \$2; under 5 free; family \$10. TCMRM, 651-647-9628

St. Paul: Twin City Model Railroad Museum Night Trains Exhibit – Saturdays Dec.-Feb. 22. Bandana Square, 1021 Bandana Blvd. E., Ste. 222. 6 to 8:30 p.m. \$3; under 5 free; family \$10. TCMRM, 651-647-9628.

Woodbury: Newport MR Club Model Railroad Flea Market – Jan. 18. Woodbury High School. 10 a.m. to 3 p.m. \$4; under 12 free. Stan Whittingham, 952-200-9729.

MISSISSIPPI

Jackson: Jackson Society of Model Engineers' Operating Exhibit – through Jan. 12. Metrocenter Mall, 3645 Hwy. 80 W. Fri. 4 to 8 p.m., Sat. 10 a.m. to 5 p.m., Sun. 1 to 5 p.m. \$2; children \$1. Bob Munroe, 601-956-5321.

MISSOURI

Wentzville: Great American Train Show – Jan. 4-5. Wentzville Crossings Expo Center, 100 Mall Pkwy. Rd. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

NEW JERSEY

Atlantic City: Patcong Valley Society of Model Railroaders Open House – Jan. 4-5, 11-12. Fire Rd. (between Mill and Zion Rd.'s Bargaintown, Egg Harbor Township). 10 a.m. to 4 p.m. Free. G. Thomas Todd, 609-465-9380; patcongr@aol.com.

Brick Township: Ocean County Train Show and Sale – Jan. 19. Brick Elks, 2491 Hooper Ave. 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Louis Di Girolamo, 609-735-0422.

Brooklawn: Gateway Model Railroad Club Open House – Jan. 11-12. 100 Browning Rd. 10 a.m. to 4 p.m. \$3; family \$5. Ron Baile, 856-858-6644; rbaile@aol.com.

Cinnaminson: Burlington County Model Railroad Club Open House – Jan. 4-5, 11-12. Footlighters' Playhouse (basement), 808 Pomona Rd. Noon to 5 p.m. \$2. John Loesch, 856-234-5047.

Forked River: Ocean County Train Show and Sale – Dec. 29. St. Pius X School Gym, Lacey Rd., GSP exit 74. 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Louis Di Girolamo, 609-735-0422.

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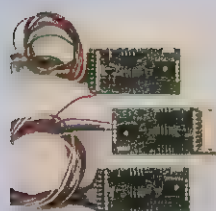
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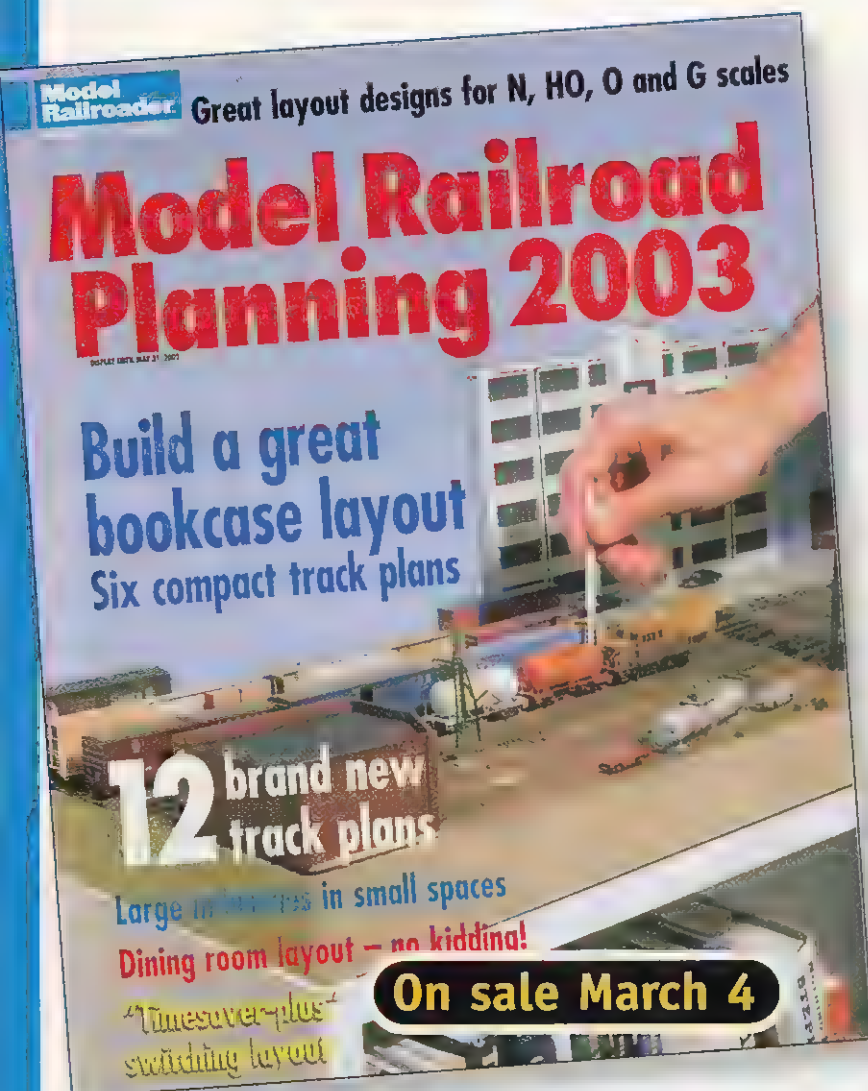
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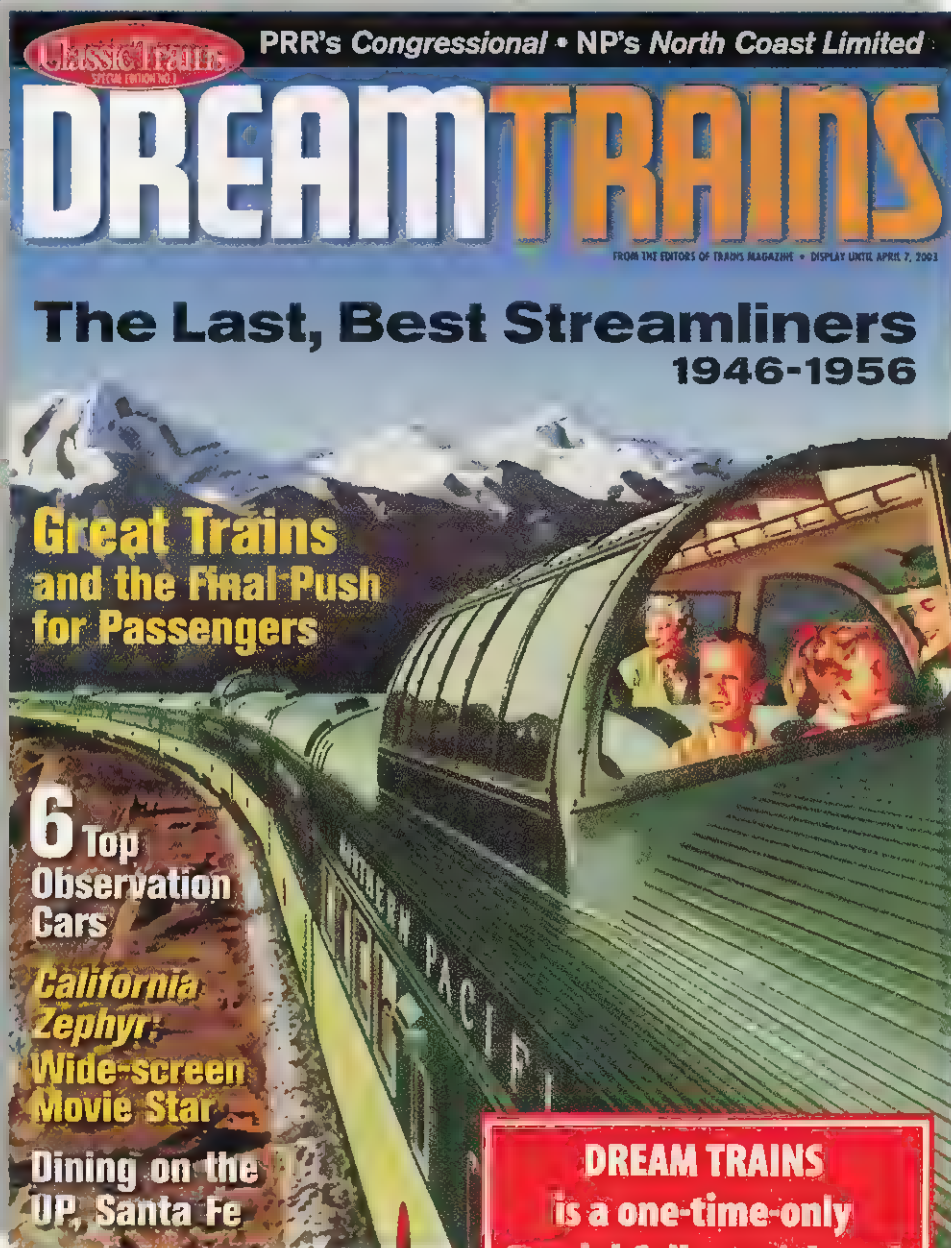
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Coming Events

NEW YORK

Binghamton: Roberson's Toy Train Show - Jan. 12. Roberson Museum and Science Center, 30 Front St. 9 a.m. to 4 p.m. \$4; sr. citizens and students \$3; under 5 free. Howard Lott, 607-724-5247.

Blasdell: TTOS Niagara Frontier Division Train Meet - Jan. 26. McKinley Park Inn, S. 3950 McKinley Pkwy. 9 a.m. to 3 p.m. \$4; 10-18 \$1; family \$5. Dan Malkiewicz, 716-876-7031.

Bohemia: Central Operating Lines Ltd. All Gauge Swap Meet - Jan. 19. Bingo Hall, 1644 Locust Ave. 7:45 a.m. to noon. \$3; under 12 free w/adult. Michael Iorio, 516-314-6499 (days).

Buffalo: Great American Train Show - Jan. 18-19. Buffalo Convention Center, Convention Center Plaza, 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

Elmont: St. Vincent DePaul Parish Model Train and Toy Show - Jan. 12. St. Vincent DePaul School Auditorium, 1510 DePaul St. 10 a.m. to 3 p.m. \$5; under 12 free w/adult. Frank Deorio, 516-352-2127.

Franklin Square: Railroad Lines Model Train and Toy Show - Dec. 29. VFW Hall, 68 Lincoln Rd. 9 a.m. to 1 p.m. \$3; under 12 free w/adult. Rae Romano, 516-486-6658.

Freeport: The Great South Bay Model Railroad Club Train Show and Exhibition - Jan. 5. Freeport Recreation Center, 130 E. Merrick Rd. 11 a.m. to 4 p.m. \$5; under 12 free w/adult. Kevin R. McKay, 516-223-9357.

Hudson: Mountain Toy and Railroad Club Toy and Train Swap Meet - Jan. 5. American Legion Hall, 7 Fairview Ave. 9 a.m. to 2 p.m. \$3. George Washburn, 518-828-7902.

Jamestown: NMRA NFR Allegheny Highlands Div. Clinic - Jan. 17. Christ First United Methodist Church, Buffalo St. and Lakeview Ave. 7:30 p.m. Free. Dave Shaw, 716-763-6211.

New Hyde Park: Model Railroading Museum Show - Dec. 28-29. Marcus Christ Hall, 1420 Jericho Tnpk. 10 a.m. to 8 p.m. Free. Frank Blennau, 516-775-6362.

Ronkonkoma: Central Operating Lines Ltd. O High-Rail Railroad Club Open House - Dec. 28-29, Jan. 25. 90F Raynor Ave. Noon to 5 p.m. Free. Robert Peterson, 631-661-9345 (eve).

Syracuse: Great American Train Show - Jan. 11-12. Convention Center at Oncenter, 800 S. State St. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334, info@gats.com.

Utica: Toy Train Collectors Society Meet - Jan. 19. Union Station, Main St. 10 a.m. to 3:30 p.m. \$4; children \$1. Jan Wielgosz, 315-334-9660.

NORTH CAROLINA

Wilmington: Cape Fear Model Railroad Club Model Railroad Show and Sale - Jan. 18-19. American Legion Post 10, 702 Pine Grove Dr. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$4; children \$2; under 6 free. Ben Jackson, 910-270-2696.

OHIO

Cleveland: All Model Train Show - Jan. 25-26. International Expo Center, 6200 Riverside Dr. 10 a.m. to 4 p.m. \$7, 6-12 \$2; under 6 free. Greenberg Shows, 410-795-7447.

Dayton: All Trains Swap Meet - Jan. 12. Montgomery County Fairgrounds, 1043 S. Main. 11 a.m. to 4 p.m. \$3; under 12 free w/adult. Larry Zeller, 937-773-7186.

Lima: Putnam Assn. Railfans Train Show and Swap Meet - Dec. 28. Veterans Memorial Civic Center, In The Square. 10 a.m. to 4 p.m. \$3; under 12 free w/adult. Joe Gmther, 419-523-5879.

Youngstown: Youngstown Model Railroad Assn. Train Flea Market - Jan. 12. McMenamy's Hall, 325 Youngstown-Warren Rd. 10:30 a.m. to 4 p.m. \$3; under 13 free w/adult. Rich Ramskugler, 330-482-3277.

OREGON

Portland: Mount Hood Model Engineers Bring Your Christmas Train to the Layout Event - Jan. 18. 5500 S. E. Belmont St. Noon to 4 p.m. Free. Zachary Hastings, 503-231-9865.

PENNSYLVANIA

Adamsburg: Adamsburg Train Show - Jan. 5. Adamsburg Volunteer Fire Department, 1 mile east of PA Turnpike exit 7 (Irwin). 9 a.m. to 3 p.m. \$2; under 12 free w/adult. Train Show Committee, 724-527-6250.

Ambridge: Ohio Valley Lines Model Railroad Club Open House - Sat. and Sun. through Jan. 5. 1225 Merchant St. Noon to 5 p.m. \$3; 6-12 \$1. 724-266-4787.

Bethlehem: Black Diamond Society of Model Engineers Open House - Jan. 4-5. 900 E. Macada Rd. Fri. 7 to 9 p.m., Sat., Sun. 2 to 5 p.m. \$2; students \$1; under 6 free. Raymond P. Viohl, 610-282-3802; bds900@aol.com.

Bethlehem: Lehigh and Keystone Valley Model Railroad Club Show and Open House - through Jan. 5. 705 Linden St. Fri. 5 to 9 p.m., Sat. and Sun. 2 to 9 p.m. \$3, family \$5. Ronald Wilson, 610-974-9590.

Butler: SM&BR Railroad Model Train and Toy Show - Jan. 3-5. Clear View Mall, 101 Clear View Cir. Fri., Sat. 10 a.m. to 9 p.m., Sun. 11 a.m. to 6 p.m. Free. Robert G. Frederick, 724-775-1886.

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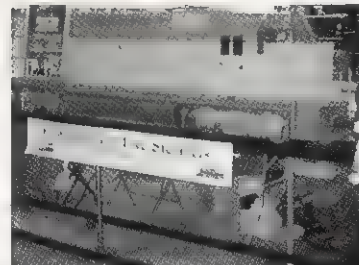
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Coming Events

Castanea: Clinton Central Model Railroad Club Open House - Dec. 29-30, New York Central Station, 15 Logan Ave. Sun. 9 a.m. to 4 p.m., Mon. 5 to 9 p.m. 25 cents. Robert Ginter, 814-355-4131.

Columbia: Columbia Historical Preservation Society Open House - Saturdays and Sundays in Dec. Columbia Historical Preservation Society Museum, 21 N. Second St. 1:30 to 4:30 p.m. \$2; students 50 cents; under 6 free. Tony Segro, 717-684-4004; scg57@paonline.com.

Dunmore: Miniature Memories HO Train Display - through January. Gertrude Hawk Chocolates, 1325 E. Drinker St. Sun.-Wed. noon to 5 p.m., Thu.-Sat. noon to 7:30 p.m. Free. Don Clark, 570-346-2829.

Elkins Park: Cheltenham Model Railroad Club Open House - Jan. 4-5, 8000 Old York Rd. Noon to 4 p.m. Donation. Bruce Binder, 215-722-4542.

Fort Washington: GATSMO Model Railroad Club Open House - Jan. 4-5, 17-19, Madison and Prospect Aves. Fri. 7 to 9 p.m.; Sat., Sun. noon to 4 p.m. Donation. GATSMO Model Railroad Club, 215-646-2033 (Thu. eve.).

Hamburg: Hamburg Dutch Train Meet - Jan. 19, Hamburg Fire Co. Field House, Fourth and Pine Sts. 9 a.m. to 1 p.m. \$3, under 12 free. Sam Lenhart, 610-374-5694.

King of Prussia: Great American Train Show - Jan. 4-5 Valley Forge Convention and Exhibition Center, 1200 First Ave. 11 a.m. to 5 p.m. \$7; under 12 free. GATSMO Limited, 702-252-0334; info@gats.com

Kulpsville: Keystone Ntrak Open House - Jan. 4-5, 11-12, 18-19, Kulpsville Antique Market, Forty Foot Rd. Noon to 4 p.m. \$1. Dave Seguin, 610-792-0696.

Leesport: Leesport Train Show - Jan. 11-12, Leesport Farmers Market, Rt. 61. Sat. 10 a.m. to 4 p.m., Sun. 9 a.m. to 3 p.m. \$3. Don Reed, 215-679-3838.

Manheim: Süegel Valley Model Railroad Club Open House - Sundays in Dec., Jan. 5, 230 S. Charlotte St. 1 to 4 p.m. Donation. 717-299-0687, thookman@ptd.net

New Eagle: Mid-Mon Valley Model Railroad Club Open House - Sat. and Sun. through December. 159 Main St. (second floor above Boro offices). Noon to 5 p.m. Donation. S. Werner, 724-379-8584.

Newton Square: Saint Albans Railroad Fellowship Open House - Saturdays and Sundays in Dec., Jan. 4-5, 11-12, Saint Alban's Episcopal Church, 3625 Chapel Rd. 1 to 5 p.m. Donation. Saint Albans Church, 610-356-0459.

Phoenixville: Schuylkill Valley Model Railroad Club Open House - Jan. 4-5, 11-12, 18-19, 400 S. Main St. (rear). 1 to 5 p.m. Donation. Greg Vlassopoulos, 610-690-7548.

Pittsburgh: Phipps Conservatory and Botanical Gardens Garden Railroad Exhibit - through Feb. 23. Phipps Conservatory and Botanical Gardens, South Conservatory, Tue.-Thu., Sat.-Sun. 9 a.m. to 5 p.m. Fri. 9 a.m. to 9 p.m., closed Mon. \$6; sr. citizens \$5, students \$4, 2-12 \$3; under 2 free, 412-622-6914.

Pittsburgh: Western Pennsylvania Model Railroad Museum's Holiday Display - through Jan. 12, Corner of Rt. 910 and Hardt Rd. Fri. 6 to 9 p.m., Sat. and Sun., and Dec. 26, Dec. 30, Dec. 31, 11 a.m. to 5 p.m., Dec. 27, 11 a.m. to 9 p.m. \$5; under 13 \$3. Ray Mueser, 724-898-3341; wpmrm@fvi.net.

Porters: York Hanover Train Meet - Jan. 26, Porters Fire Co., Rt. 116 9 a.m. to 2 p.m. \$3; under 12 free. Lorn D. Strickler, 717-632-3157.

Richboro: Abington Lines Model Railroad Club Open House - Jan. 4-5, 11-12, 2066 Second St. Pike. 1 to 4 p.m. Free. John Brett, 215-598-7720.

Souderton: Logan Model Railroad Club Open House - Jan. 4-5, 11-12, Reading Railroad Station. Noon to 4 p.m. Donation. 610-539-8363.

Stockertown: Nazareth Area Society of Model Engineers Open House - Dec. 27-29, 212 Main St. Fri. 7 to 9 p.m., Sat. 1 to 4 p.m. and 6 to 8 p.m., Sun. 1 to 4 p.m. \$3; children \$1. Nelson Save, 570-839-8215, nhsaxe@aol.com

Wilkes Barre: Hudson Model Railroad Club Open House - Dec. 28, Jan. 4, Martin and Gibbons Sts. (second floor Polish Club). Noon to 5 p.m. Donation. Dave Schmidt, 570-457-0498.

York: Greenberg Train Show - Jan. 11-12, York Expo Center at the Fairgrounds, 334 Carlisle Ave. 10 a.m. to 4 p.m. \$7, 6-12 \$2, under 6 free. Greenberg Shows, 410-795-7447.

York: Miniature Railroad Club of York Open House and Model Railroad Show - Sundays in December, 381 Wheatfield St. 1 to 5 p.m. \$2; 6-12 50 cents. Ivan Frantz, 717-225-5470.

RHODE ISLAND

Providence: Greenberg Train Show - Jan. 18-19 Rhode Island Convention Center, One Sabin St. 10 a.m. to 4 p.m. \$7, 6-12 \$2; under 6 free. Greenberg Shows, 410-795-7447.

TEXAS

Arlington: Great American Train Show - Jan. 4-5 Arlington Convention Center, 1200 Ballpark Way. 11 a.m. to 5 p.m. \$7, under 12 free. GATSMO Limited, 702-252-0334.

Houston: Great American Train Show - Jan. 25-26 Astrodome/Astroarena, 8400 Kirby Dr. 11 a.m. to 5 p.m. \$7;

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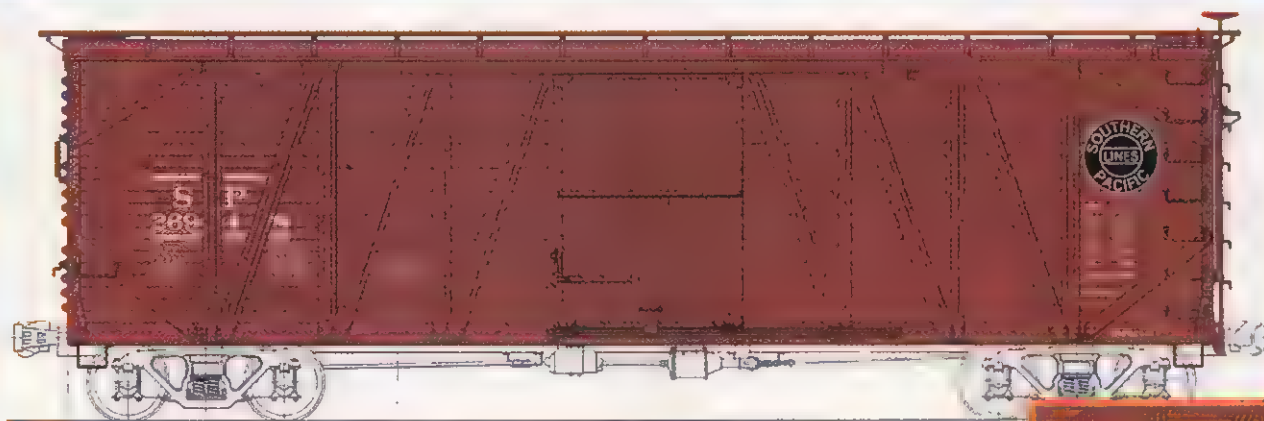
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Coming Events

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Plano: Dallas Area Train Show - Jan. 18-19 Plano Centre, 2000 E. Spring Creek Pkwy 10 a.m. to 5 p.m. \$6, under 12 free. David Bartholomew, 972-344-7360; dbarthol@earthlink.net.

Waco: Waco's Railroad Train Show - Jan. 11-12. Fine Arts Bldg., H.O.T. Fairgrounds, 4601 Bosque Blvd. 11 a.m. to 4 p.m. \$4; under 12 \$2. Valiant Enterprises, 405-495-2200, toys@ionet.net.

UTAH

Salt Lake City: Great American Train Show - Jan. 18-19. Utah State Fairpark, 155 North 1000 W. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 702-252-0334; info@gats.com.

VIRGINIA

Chantilly: Greenberg Train Show - Dec. 28-29. Dulles Expo and Convention Center, 4320 Chantilly Shopping Center, 10 a.m. to 4 p.m. \$7; 6-12 \$2; under 6 free. Greenberg Shows, 410-795-7447.

Vienna: Northern Virginia Model Railroaders Open House - Jan. 18. Washington & Old Dominion RR Station, 231 Dominion Rd. Noon to 4 p.m. Donation. 703-938-5157 (club); nvrmrnc@hotmail.com.

Virginia Beach: Greenberg Train Show - Jan. 4-5. Virginia Beach Convention Center, 1000 19th St. 10 a.m. to 4 p.m. \$7, 6-12 \$2; under 6 free. Greenberg Shows, 410-795-7447.

WASHINGTON

Kennewick: Tri-Cities Model Railroaders Workshop and Clinic - Jan. 25. Benton County PUD Auditorium, 2721 W. Tenth Ave. 10 a.m. to 4 p.m. Donation. Larry Hubbschman, 509-735-9774.

WISCONSIN

La Crosse: The Great Tri-State Rail Sale, Flea Market, and Swap Meet - Jan. 25. La Crosse Center, 300 Harborview Plaza. 9 a.m. to 3 p.m. \$3; under 12 free. The 4000 Foundation, 608-582-4761.

Madison: NMRA Midwest Region South Central Wisconsin Division Meet - Jan. 5. Fitchburg Community Center, 5510 E. Lacy Rd. 1 to 4 p.m. Free. Radleigh Becker, 608-231-1817.

Monroe: Green County Model Railroad Show and Swap Meet - Jan. 4-5. Monroe Middle School, 1510 13th St. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$1; under 12 free. Jerry Obert, 815-563-4835.

West Allis: Lionel Railroad Club Train, Toy, and Collectibles Meet - Jan. 19. Knights of Columbus Hall, 1800 S. 92nd St. 8:30 a.m. to noon. \$3; under 13 free w/adult. Neil Schoeve, 262-895-3825.

CANADA

Ontario, Hamilton: TH&B/MOB Show and Flea Market - Jan. 26. Marritt Hall, Ancaster Fairgrounds, 625 Hwy. 53 E. 10 a.m. to 3:30 p.m. \$3; sr. citizens \$2.50; under 12 free. John Henwood 905-335-9112.

Ontario, Paris: NMRA NFR Western Div. Paris Junction Model Train Show - Jan. 19. Paris Fairgrounds, Silver St. 10 a.m. to 4 p.m. \$3. Gord King, 519-583-0975; sln@cablerocket.com.

Ontario, Stoney Creek: HO Model Engineers Society Model Railway Open House - Dec. 27-29. Bay City Railway Historical Foundation, Queenston and Grays Rds. Fri 1 to 8 p.m., Sat., Sun 1 to 5 p.m.; children \$1. Ron Tuff, 905-573-3560; rtuff@bigwave.ca

Club Memberships

Connecticut, Wallingford: New Haven Society of Model Engineers - HO. Meets Fridays 7:30 p.m. at Wallingford Train Station, 37 Hall Ave. Contact: Blaise Vecce, 203-239-9367.

Illinois, Arlington Heights: Arlington Heights Society of Model Engineers - HO. Meets Fridays 7:30 p.m. at 1040 Arlington Heights Rd. (rear). Contact: John Hetreed, 847-255-7275; johnhetreed@aol.com.

Indiana, Mishawaka: St. Joe Valley Model Railroad Club of South Bend - HO. Meets Wednesdays and Fridays 7 to 11 p.m. at 400 S. Main St. Contact: David Korkhouse, 219-272-6436.

Michigan, Durand: Durand Union Station Model Railroad Engineers. Meets Mondays and Fridays 7 to 9 p.m., Saturdays 1 to 4 p.m. at Durand Union Station, 206

Railroad St. Contact: John Force, 989-634-5775, jnforce@shianet.org.

New York, Farmingville: Long Island Model Railroad Engineers - N, Nn3, HO, HOn3. Meets Tuesdays and Fridays 7 to 11:30 p.m. at 1055 Portion Rd. Contact: Club 631-736-5308 (Tue, Fri)

North Carolina, Wilmington: Cape Fear Model Railroad Club - HO. Meets Tuesdays 7 to 10:30 p.m.; business meeting first Tuesdays at Wilmington Railroad Museum, 501 Nutt St. Contact: Ben Jackson, 910-270-2696.

Ohio, Akron: Akron Area Model Railroad Assn. HO. Meets Wednesdays 7 to 11 p.m., planning sessions every other Saturday 1 to 4 p.m. at members' homes. Contact: Barney Gaskill, 330-688-9856; bgask261@aol.com.

Ohio, Hilliard: Central Ohio Model Railroad Club - HO. Meets Tuesdays 7 to 10 p.m. at Franklin County Fairgrounds, 4100 Columbia St. Contact: Paul Rogers, 614-836-2789, paul@steelra.s.org

Ohio, Youngstown: Youngstown Model Railroad Assn. - HO, O. Meets Tuesdays and Fridays 7:30 p.m. at 751 N. Four Mile Run Rd. Contact: Tony Ramunno, 330-788-5250; yomodelrclub@yahoo.com.

Oregon, Eugene: Lane Society of Model Railroaders - HO. Meets third Sunday of each month 7:30 p.m. at Eugene Water & Electric Board Community Rm., 500 E. Fourth Ave. Contact: Dan Dexter, 541-461-5406; horailleug@juno.com.

Oregon, Portland: Northwest Traction Modelers - HO. Meets twice monthly at members' homes. Contact: Rick Batton, 503-240-5531.

Pennsylvania, Bowmanstown: Carbon Model Railroad Society - HO. Meets Thursday 7 to 10 p.m. at 529 Ore St. Contact: Garry Mack, 610-826-6636; mackgjit@ptd.net.

Tennessee, Knoxville: Knoxville Area Model Railroaders - N, HO. Meets first and third Sundays at Erin Presbyterian Church. Call for meeting times. Contact: Bob Redlinger, 865-458-0499; bobnlois@charternet.net.

Canada, Nova Scotia, Berwick: Annapolis Valley MR Club. Meets third Wednesdays 7:30 p.m. at Welsford Community Centre, Hwy 221. Contact: Brent Norton, 902-678-2392; aonetrackmindhobbies@ns.sympatico.ca. ☺

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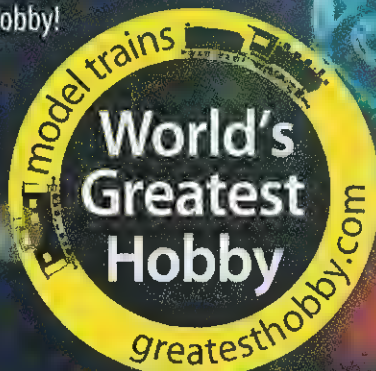


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GN O-8 2-8-2, FP NEW!
Milw 1937 Hiawatha 9 car, FP
NS SD40-2 High Hood NEW!
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Ontario Northland SD75I, FP
PRR J-1 2-10-4, FP NEW!
SP MK-4/5/6 2-8-2, FP
SP AC-10 4-8-8-2, FP
SRR FT ABA, FP Green/White
UP Heavy 4-6-2, CP Black
UP CA-11/11M B-W caboose
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WP FT A-B, FP Orange/Silver
O PRR N-1 2-10-2, FP 2 Rail
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UP C-57 2-8-0, FP Black

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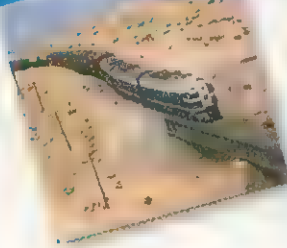
HO 42 Ton Shays HO & Hon3
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CB&Q M-2A 2-10-2, FP
CB&Q 1938 Twin Cities and
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DM&R E-1 2-10-2, FP
F40PH Amtrak, Caltrans CSX,
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Maersk SD40-2, FP Blue/White
Milw F-8 4-8-4, FP Several Ver.
NYC Mercury 4-6-2 Bathub
Utah 2-6-6-2T tank engine, FP
UP 4-12-2 9000 class, FP
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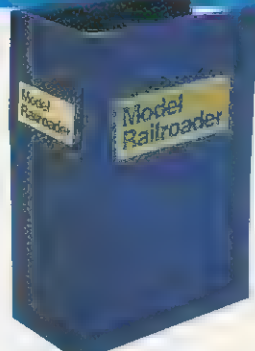
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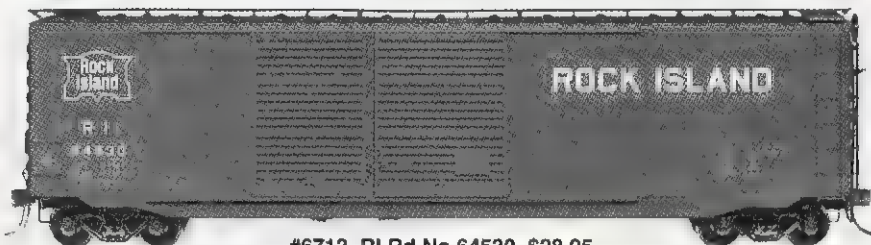
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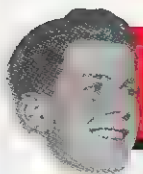
STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION

1. Publication title: MODEL RAILROADER
2. Publication No. 529-810
3. Filing date: October 1, 2002
4. Issue frequency: monthly
5. Number of issues published annually: 12
6. Annual subscription price: \$39.95
7. Complete mailing address of known office of publication: 21027 Crossroads Circle, Waukesha, WI 53186, Waukesha County
8. Complete mailing address of general business office of publisher: same
9. Publisher: Russell G. Larson, 21027 Crossroads Circle, Waukesha, WI 53186 Editor: Terry Thompson same Managing editor: Melanie B. Lleschbach same
10. Owner: Kalmbach Publishing Co., 21027 Crossroads Circle, Waukesha, WI 53186 stockholders owning or holding 1 percent or more of total amount of stock are: Ruth H. O. Darragh, 2088 Valley View Church Rd., Harrison, AR 72601; Harold Edmonson, 6021 N. Mainmoor Ave., Chicago, IL 60646; Laura and Gregory Felzer, 222 E. Michigan St., Ste. 10, Milwaukee, WI 53202; Susan E. Fisher, 1152 N. Passer De Golf, Green Valley, AZ 85614; George A. Gloff, c/o Ted & Lois Stuart, 1873 Trays Mill Rd., Ruckersville, VA 22968; Elizabeth K. Grunden, 10926 Leaning Ash Ln., Houston, TX 77079; Linda H. Hanson, George F. Hirschmann Trust, 363G Bateman Circle S., Barrington, Hills, IL 60010; James and Carol Ingles, P.O. Box 2161, Waukesha, WI 53187; Charles A. Kalmbach, Lois P. Kalmbach, 7435 N. Braeburn Ln., Glenview, WI 53129; Sidney and Ruth Klunka, Kalmbach Family Trust, P.O. Box 727, Pebble Beach, CA 93953; Kalmbach Profit Sharing/401K Savings Plan & Trust, P.O. Box 1612, Waukesha, WI 53187; James J. King, 3874 Quail Ridge Dr., Boynton Beach, FL 33436; Malinke Family Trust, Malinke Family Limited Partnership, 1979 Discovery Village Ln., Gold River, CA 95670; Walter J. Mundschau, N24 W30423 Crystal Springs Dr., Pewaukee, WI 53072; Daniel and Mary Murphy, 10800B Lake Rd., Brookfield, WI 53005; Robert Inc., P.O. Box 3597, Reno, NV 89505; David M. Thornburgh Trust, 420 W. San Marino Dr., Miami Beach, FL 33139
11. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities: N/A
12. Tax status: N/A
13. Publication title: MODEL RAILROADER
14. Issue date for circulation data below: September 2002
15. Extent and nature of circulation

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A. Total number of copies (net press run)	233,067	233,074
B. Paid and/or requested circulation		
1. Paid or requested mail subscriptions	128,695	128,544
2. Sales through dealers and carriers, street vendors, and counter sales	50,761	46,918
C. Total paid and/or requested circulation (sum of 15B1-15B4)	179,456	175,462
D. Free distribution by mail (samples, complimentary, and other free)	208	209
E. Free distribution outside the mail (carriers or other means)	70	47
F. Total free distribution (sum of 15D and 15E)	278	256
G. Total distribution (sum of 15C and 15F)	179,734	175,718
H. Copies not distributed	53,333	57,356
I. Total (sum of 15G and 15H)	233,067	233,074
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16. This statement of ownership will be printed in the January 2003 issue of this publication.

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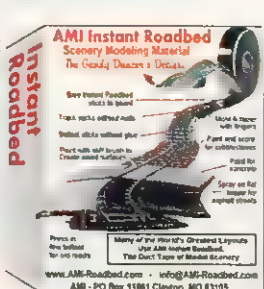
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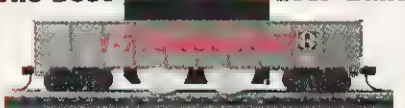
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EDITORIAL FLASHBACK

JUNE 1968

This month, as *MODEL RAILROADER* begins its 70th year of publication, we introduce a year-long look back at editorials that have appeared in the pages of MR. We hope you will find them to be both inspiring and entertaining, while remembering that though times were different, much remains the same. This editorial was written by Linn Westcott, who served as editor of MR from 1961 to 1977.
— *Melanie Buellesbach, managing editor*

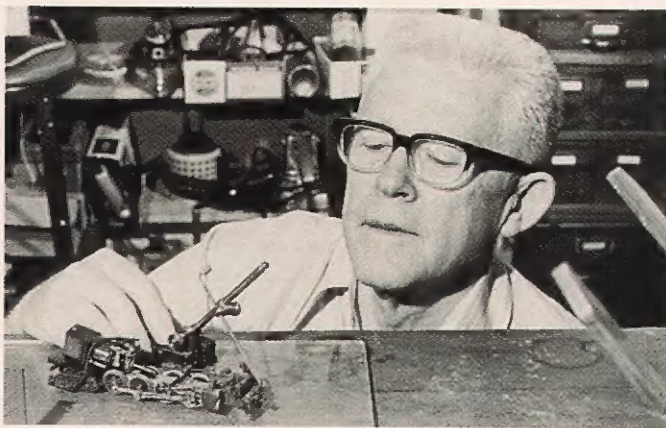
The world is yours

A composer's great work can be distinguished by the way the musician handles form, rhythm, harmony, and instrumentation. The masterpieces of great painters are likewise recognizable by the artist's manipulation of brushstrokes, coloring, composition, and his treatment of proportion and detail. All great work is the product of a thinking mind and a controlled hand.

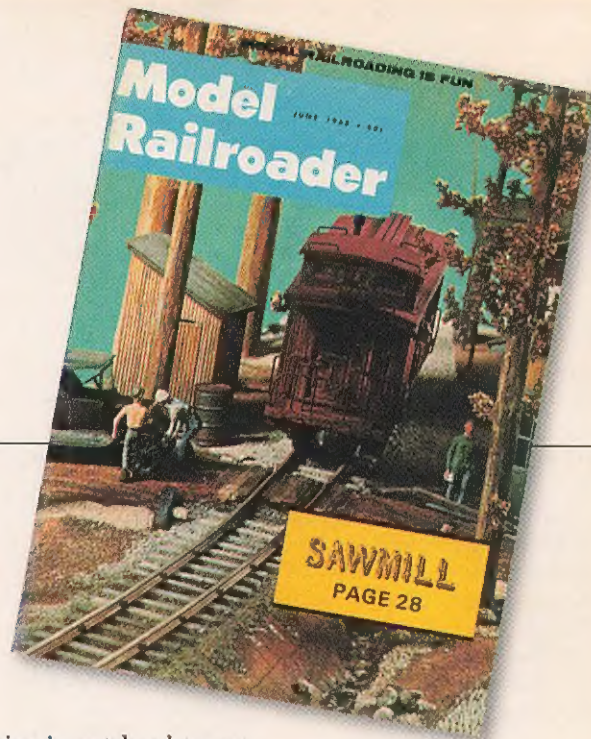
When a piece of railroad modeling is great, it also is the fruit of careful consideration and skillful handwork. Attaining the great takes much patience and strong desire. A man just starting in model railroading rarely has these qualities. He's out for a good time — well, we're all for that, but what I mean is that he acquires track and equipment, soon has it put together, and then expects the models to entertain him.

Herein lies the greatest hazard of the hobby. Any thinking man will soon pall at merely watching trains. The novelty ceases to be novel. Only when the man begins to put some of himself into the planning, construction, or operation of the model railroad system in a creative way can it reward him with lasting interest.

Such creative modeling is endeavor, but this is not yet greatness. Greatness requires many things of a modeler, some bordering on genius; but one of the most needed is experience. Gaining it means not only learning through one's own years of trial but also profiting from a study of the work of others. Reading about modeling, studying models, and asking questions help build one's experience.



Linn Westcott said that being a great model railroader requires patience and skillful handiwork. Here he is shown in his basement workshop practicing what he preached.



Advice is not hard to get in model railroading; in fact, sometimes you are told more than you want to know. Also, a great deal of advice is negative: what not to do or why someone's method is poor. But this is not necessarily an indication of negative thinking among model railroaders; it simply reflects the fact that a man will easily remember the things he had trouble with (whether it was a fault of the method or his use of it), but in a lifetime he cannot try all of the satisfactory ways to do a thing. He will never know for sure which is the best.

There is another kind of "what not to do" that is not so easy to learn about but is an obstacle to greatness. One of the qualities of greatness is avoiding the cliché. In our regular work we have been trained to do many things by habit, exactly the way others do them. This makes it a new and different experience to enter a hobby where originality can be used at every turn. If, for instance, you have seen a certain effect on two other model railroads, maybe you can do it differently on your own pike. If you carry this far enough your railroad will be unique — possibly great.

Everything you do in model railroading could profitably be preceded by this double question: How many different ways can this be modified? Which of these ways shall I try first?

Take, for example, the simple situation of two parallel tracks converging into one. This occurs at least once on almost every model layout. You can have the tracks join in a left-hand turnout, a right-hand turnout, a wye turnout in which the branches curve from each other, or in a left-hand or right-hand turnout with both tracks curved the same way. The single track can continue straight or can bend to the left or right. Five times three is 15 different ways you can join the tracks; and we haven't yet mentioned curve radius, turnout size, and many additional choices that can be considered in this simple situation. Cliches occur when you select one of the many possibilities without considering the others.

We have made a mere start on the path from entertainment through endeavor and experience toward greatness. No one else can give you the entire formula, or the goal would no longer be great when you reached it. But railroad modeling offers you the rare opportunity to do whatever you desire with no restraints from anyone else. The world is yours in this hobby. — *Linn H. Westcott*

*Santa says,
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N joy the
Holidays"*

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